

AIRSTREAM®

OWNER'S MANUAL

EUROPE 2027



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Airstream World Traveler® Owner's Manual

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Section 1 INTRODUCTION

Many European Airstream customers are new to towing and may have limited experience with caravan systems. We recognise that our customers have varying levels of expertise in maintaining and servicing the trailer and its components. For this reason, the service information provided in this manual is written for users with average mechanical skills.

We also understand that you may be more familiar with some areas than others. Only you know your own capabilities and limitations. We encourage you to use this manual and hope that you find the information within it helpful. However, should you ever feel that you may require assistance, please consult your Airstream dealer for advice on any service that may be needed.

A brief explanation of the operation of appliances such as the refrigerator, heater, water heater, and others may be included in this manual. However, you will also find the manufacturer's literature, typically supplied in a packet with this manual or provided at the time of delivery, to contain more detailed information.

All information, illustrations, and specifications contained in this manual are based on the latest product information available at the time of publication approval. If and when new materials or production techniques are developed that can improve the quality of the product, or if material substitutions are necessary due to availability, Airstream reserves the right to make such changes.

Optional items may be available on all, or only certain, models. Additionally, some optional items can only be included during the manufacturing process and cannot later be added to the trailer.

The inclusion of information about optional items in this manual does not imply or suggest their availability, suitability, or inclusion for any specific unit.

NOTE

Throughout this manual, component locations may be identified as roadside or kerbside. As traffic laws vary by country, for the purposes of this manual: roadside refers to the LEFT side of the trailer when viewed from the rear, kerbside refers to the RIGHT side when viewed from the rear.

Airstream uses the  safety alert symbol and signal words Danger, Warning, and Caution to draw attention to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death. The following are examples of the types of signal words, safety messages, and information messages that appear throughout this manual.

DANGER

Indicates a hazardous situation which, if not avoided, will result in death or serious injury.

WARNING

Indicates a hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

NOTICE

Indicates a potential situation which, if not avoided, may result in damage to your Airstream. Addresses practices not related to personal injury.

NOTE

Provides noteworthy information and tips about your Airstream.

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Section 2 SAFETY

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Safety Precautions

This section outlines the key safety considerations for operating and maintaining your Airstream. Following these guidelines can help reduce the risk of accidents, injury, or damage. Safety in your Airstream depends on careful attention to instructions and personal judgment.

Please read the entire manual carefully, as it contains critical points on a wide range of topics, including electrical systems, LPG, towing, and general operation. Taking the time to understand these recommendations will help you use your Airstream safely and confidently.

Transporting of Passengers

Transporting people in the trailer puts their lives at risk and may be illegal. The trailer does not have seat belts and is therefore not designed to carry passengers.

⚠ WARNING

Never transport passengers inside a trailer. Towing a trailer with passengers inside is unsafe and could result in death or serious injury.

Children

Do not leave children alone in the Airstream. Keep potentially dangerous items like matches, drugs etc. out of reach, as at home.

Care must be taken against the risk of falling out when beds (especially any upper bunks) are used by children, particularly under 6 years of age. Upper bunks, if provided, are not suitable for use by infants without supervision.

⚠ WARNING

The Airstream entry door may be on the roadside, depending on the model and whether it is used in left- or right-hand drive countries. Exercise caution when entering or exiting onto the road, especially for children, who may not recognize the danger. Always supervise anyone using the door if it opens toward traffic. Extra care is needed if the door is hinged at the rear, as oncoming traffic may be harder to see.

Towing and Weight Distribution

Towing a trailer is different from driving solo. Most accidents are due to misuse (examples include driving while fatigued, driving at excess speeds, bad loading of the caravan, miscalculating stopping distance, and sudden direction change).

Weight distribution is an important factor when loading your travel trailer. A recreational vehicle with cargo distributed correctly will result in efficient, trouble-free towing; [see Towing on page 7-14](#).

Controlling Sway

Sway, or snaking, is the sideways motion of a trailer caused by external forces. Excessive sway of your travel trailer can lead to the rollover of the trailer and tow vehicle, resulting in serious injury or death; [see Sway and Snaking on page 7-15](#).

Lug Nut Torquing

Ensuring that wheel mounting nuts (lug nuts) on trailer wheels are tight and properly torqued is an important responsibility for trailer owners and users. Inadequate or inappropriate wheel nut torque is a major cause of lug nuts loosening in service. Loose lug nuts can rapidly lead to wheel separation, potentially resulting in accident; [see Lug Nut Torquing on page 8-6](#).

⚠ WARNING

Use a torque wrench to tighten lug nuts. Tightening by hand or with an impact wrench is not recommended. For lug nut torque values, [see Specifications on page 4-3](#).

Tyre Safety

Properly maintained tyres improve the steering, stopping, traction, and load-carrying capability of your vehicle; [see Tyre Care on page 8-8](#).

Appliances and Equipment

Certain appliances and equipment utilize LP Gas (LPG) which is flammable and contained under high pressure. Improper use may result in a fire or explosion.

⚠ DANGER

Leaking LPG may ignite, causing a fire or explosion, which could result in serious injury, property damage, or death.

Make sure to follow all instructions and warnings in throughout this manual, as well as those in the specific owner's manuals for all appliances and equipment.

Mould

Mould and mould spores exist throughout indoor and outdoor environments. There is no practical way to eliminate all mould and mould spores in the indoor environment. However, the way to control indoor mould growth is to control moisture; [see Inhibiting Mould Growth on page 3-9](#).

Chemical Sensitivity and Ventilation

Chemical Sensitivity

Immediately after purchase, or after the trailer has been closed for an extended period, you may notice odours or experience chemical sensitivity. This is normal and not a defect. Like a home, your trailer contains many materials such as carpet, linoleum, plywood, insulation, and upholstery. Formaldehyde is also present as a by-product of combustion and in some paints, coatings, and household products.

Because trailers are smaller than homes, air exchange is limited. When new or exposed to elevated temperatures or humidity, these materials may off-gas chemicals, including formaldehyde. Combined with minimal air exchange, this can cause irritation of the eyes, nose, and throat, and sometimes headache, nausea, or mild asthma-like symptoms. Elderly persons, young children, and anyone with a history of asthma, allergies, or lung conditions may be more susceptible.

Formaldehyde

Formaldehyde is a naturally occurring chemical widely used in building materials and household products. It is also produced as a by-product of combustion and other natural processes, so it may be present inside the trailer. Some individuals may be sensitive to it, though ventilation normally reduces exposure to a comfortable level. Trace levels of formaldehyde can also be released during smoking, cooking, and the use of soaps, detergents, cosmetics, and carpet shampoos. Sensitivity varies between individuals, and the amounts released decrease over time.

Your Airstream trailer was manufactured using low formaldehyde-emitting (LFE) wood products, which are typical in the trailer industry. These adhesives are designed to emit formaldehyde at or below industry guidelines and should not produce symptoms in most individuals.

While symptoms are unlikely, inadequate ventilation can increase exposure. Regular airflow — for example, by opening windows and roof vents, or operating the air conditioner — greatly reduces any effects. The emission of formaldehyde naturally decreases over time.

Questions regarding the effects of formaldehyde on your health should be directed to your doctor or local health authority.

Ventilation

European Airstream trailers comply with the safety ventilation requirements of the European Standard BS EN 721.



Fixed ventilation points are provided for your safety on the floor (example shown left) and roof (example shown right); the floor vent is typically located at the front of the seating area under the roadside seat. It is important to be aware of these vents, ensure they are never obstructed, and check and clean them periodically. The images above are common types of safety vents, which may vary from model to model.

⚠ WARNING

Do not block or obstruct the installed safety ventilation. If blocked, the required free-air flow specified in BS EN 721 for leisure accommodation vehicles cannot be maintained.

In addition to fixed safety ventilation, maintaining proper airflow is essential to ensure a healthy environment inside your trailer and to reduce exposure to chemicals from off-gassing. Airstream strongly recommends ventilating your trailer regularly, particularly after purchase and during periods of elevated temperature and humidity, when off-gassing is increased. If you have any questions about proper ventilation, please contact your Airstream dealer.

- Open windows, exhaust vents, and doors.
- Operate ceiling and other fans, the air conditioner, and furnace, or use a fan to force stale air out and bring fresh air in.
- Reducing airflow by sealing the trailer increases concentrations of airborne chemicals.
- When cooking, open windows and run a vent fan to provide additional ventilation.

Do Not Smoke

It is recommended that you do not smoke inside your trailer. In addition to causing damage to your Airstream, tobacco smoke releases formaldehyde and other harmful chemicals.

Fire and Carbon Monoxide Detection

Fire Detection - Smoke Alarm

⚠ DANGER

Do not smoke in bed

Never use portable cooking or heating appliances inside the Airstream, other than electrical heaters that are of the radiant type, as it is a fire and asphyxiation hazard.

Never use the fitted cooking equipment as space heating.

Keep matches out of reach of small children!

Don't clean with flammable materials!

Keep flammable material away from open flame!

A smoke alarm when fitted has an alarm silence/ hush feature and is approved for use in vehicles such as travel trailers. DO NOT disconnect the battery, the smoke alarm is provided for your safety. To stop a false alarm, press the button on the unit (same as the test button). The alarm will go into Hush mode for 10 minutes, then automatically reset. While in Hush mode, the alarm will still detect, but sensitivity is decreased. Always determine why the alarm has been triggered before pressing the button.

The 9V battery lasts approximately one year. About a month before the battery is completely flat, the alarm emits a short signal once a minute. This is the signal that the battery needs changing. Test the alarm after changing the battery.

Under the test button, there is a red control lamp which flashes once a minute. This shows the battery is correctly connected.

⚠ WARNING

Ensure a new battery is correctly installed with +ve terminal to +ve contact (marked +), negative terminal to negative contact.

⚠ WARNING

Test the alarm weekly, or after prolonged storage periods, by pressing the test button for at least 10 seconds until the alarm sounds.

If service is required or you have not received a smoke alarm user's manual, please contact the manufacturer, your dealer, or Airstream Customer Service.

Liquid Propane Gas (LPG)/Carbon Monoxide (CO) Detection - CO Alarm



This detector has a five-year life; see end-of-life notification in the detectors manual. Please read the entire detector manual before operating the unit.

⚠ WARNING

Activation of your Carbon Monoxide alarm's audible horn indicates the presence of Carbon Monoxide that can kill you. Leave the area immediately!

⚠ WARNING

Failure to replace this product by the "REPLACE BY DATE" printed on the alarm may result in death by Carbon Monoxide poisoning. The Replace By Date is five (5) years from the date of manufacture.

LPG is a mixture of gases produced and sold as a fuel for heating and cooking appliances. LPG is highly flammable and can be explosive if ignited under certain circumstances. LPG is heavier than air and, if confined in a closed space, will accumulate close to the floor. For this reason, do not block floor vents; [see Ventilation on page 2-3](#)

The LPG/CO detector is designed to alarm when propane gas exceeds 10% of the lower-explosive limit for more than 30 seconds, or if CO gas reaches unsafe levels. When propane gas is detected, the horn will sound with constant beeps and the red LED will be on. If CO gas is detected, the horn will sound with four rapid chirps followed by a four-second pause, and the red LED will flash rapidly.

Your LPG/CO detector is wired directly to your trailer battery and incorporates a 1-amp, in-line fuse. It has no internal battery backup. In normal standby mode, the LED indicator will be green.

Low Voltage

The operating voltage for the detector is 12V DC. The actual voltage supplied to the detector in a trailer may drop below the minimum 8V DC. The detector provides a low voltage warning before reaching that level and will provide additional distinct, clear warnings and alarms after the 8V DC threshold is reached. However, if the available power supplied to the unit is below 8V DC, the detector will not detect gas or provide protection against dangerous levels of LPG.

⚠ WARNING

If the low voltage warning sounds, the detector must be reset by disconnecting the battery before normal operation will resume.

Detector Test

If the Silence/Test button is pressed during normal operation, the alarm will perform a self-test of the CO sensor, propane sensor, and battery voltage. It is recommended to perform a self-test weekly, after powering up from storage, and before each trip. If the self-test passes, the alarm will perform two cycles of the CO horn pattern (four rapid chirps followed by a four-second pause), followed by two cycles of the propane horn pattern (continuous beeping).

⚠ DANGER

Activation of this detector indicates the possible presence of LPG, which can cause an explosion and/or fire, resulting in serious injury or death.

This normally indicates a leak in the LPG installation or an LPG appliance. Extinguish all open flames, open windows and doors, and evacuate the trailer immediately. Do not activate any electrical switches. Turn off the LPG supply at your gas tank(s). Do not re-enter your trailer until a qualified repair technician has corrected the problem and certified the system as safe.

⚠ WARNING

Have a qualified technician inspect your LPG system annually or if you detect any signs of leaks or malfunctions.

NOTE

For additional LPG warnings and safety information, see Section 5 and Section 6.

⚠ DANGER

Shut off the gas supply at the LPG tanks before refuelling the tow vehicle or entering a refuelling station.

⚠ WARNING

This detector is intended for use in ordinary indoor locations of family living units. It is not designed to measure compliance with occupational safety standards. Individuals who are at special risk from Carbon Monoxide exposure due to age, pregnancy, or medical condition may consider using warning devices which provide audible and visual signals for Carbon Monoxide concentrations below 30 ppm. If in doubt, consult your medical practitioner.

⚠ WARNING

It is not recommended to disconnect the detector from the battery during periods of storage. A small heater on the sensor burns impurities from the air during normal use. When power is interrupted, impurities can accumulate on the sensor. Upon restoring power, the alarm may activate until the impurities are burned off, which could take several hours. During this period, the alarm may sound continuously.

This Carbon Monoxide Detector Is Not

- Detect smoke, fire, or any gas other than Carbon Monoxide.
- Be a substitute for the proper servicing of fuel-burning appliances.
- Be used intermittently or as a portable alarm for spillage of combustion products from fuel-burning appliances.

⚠ WARNING

This Carbon Monoxide detector is for indoor use only. Do not expose it to rain or moisture. Do not knock or drop the alarm. Do not open or tamper with the alarm, as this could cause a malfunction. The detector will not protect against the risk of Carbon Monoxide poisoning when batteries are dead or missing. The alarm will only indicate the presence of CO gas at the sensor.

Carbon Monoxide

Carbon Monoxide (CO) is a highly poisonous gas that is released when fuels are burned. It is invisible, has no smell, and is therefore, very difficult to detect with the human senses. Under normal conditions, in a room where fuel-burning appliances are well maintained and correctly ventilated, the amount of CO released into the room by appliances is not dangerous.

These fuels include: wood, coal, charcoal, oil, natural gas, petrol, kerosene, and propane. Common appliances are often sources of CO. If they are not properly maintained, are improperly ventilated, or malfunction, CO levels can rise quickly. CO is a real danger in air-tight trailers with added insulation, sealed windows, and other weatherproofing that can trap CO inside.

Safety

- Ideally, it is recommended that a Carbon Monoxide detector should be installed in or near every room that has a fuel-burning appliance such as any room heaters, water heaters, cookers, grills, etc.
- Ensure that the alarm horn can be heard by all those who are intended to hear it. Seek medical help if it is suspected that a user of the trailer is suffering from Carbon Monoxide poisoning.
- If the alarm sounds, make sure to investigate the problem. Ignoring the alarm may result in sickness, injury, or death. (CO may be present even if nothing is seen or smelled by the user.)
- Room spaces should be well ventilated when household cleaning supplies are used as these may cause a false alarm.
- Alarms should be tested once per week. If further details are required, which do not appear in this manual, refer to the detector manual.

WARNING

Test units used in RVs after the vehicle has been in storage, before each trip, and once a week while in use. Failure to test units used in RV's as described may remove your protection.

Conditions that can result in potentially dangerous CO situations

1. Excessive spillage or reverse-venting of fuel-burning appliances caused by outdoor conditions, such as:
 - Wind direction and/or velocity, including high gusts of wind.
 - Heavy air in the vent pipes (cold/humid air with extended periods between cycles).
 - Negative pressure differential resulting from use of exhaust fans.
 - Simultaneous operation of several fuel-burning appliances competing for limited internal air.
 - Vent-pipe connections vibrating loose from furnaces, or water heaters.
 - Obstructions in or unconventional vent-pipe designs which can amplify the above situations.
2. Extended use of un-vented fuel burning devices.
3. Temperature increase that can trap exhaust gases near the ground.

Symptoms of Carbon Monoxide Poisoning

- Mild Exposure - Slight headache, nausea, vomiting, fatigue (flu-like symptoms).
- Medium Exposure - Throbbing headache, drowsiness, confusion, fast heart rate.
- Extreme Exposure - Convulsions, unconsciousness, heart and lung failure. Exposure to carbon monoxide can cause brain damage and/or death.

DANGER

Many causes of reported **CARBON MONOXIDE POISONING** indicate that while victims are aware that they are not well, they become so disoriented that they are unable to save themselves by either exiting the area or calling for assistance. Also young children and pets may be the first to be affected.

LPG Safety

A warning label is displayed in the cooking area reminding you to provide an adequate supply of fresh air for combustion. The amount of oxygen supply in a trailer is limited due to its compact design. When using the cooking appliances, proper ventilation will prevent dangers of asphyxiation.

It is especially important that cooking appliances not be used for comfort heating as the danger of asphyxiation is greater when the appliance is used for long periods of time.

For more information about the LPG system, and safe use, [see LP Gas System on page 6-8](#).

DANGER

Leaking LPG may ignite, causing a fire or explosion, which could result in serious injury, property damage, or death.

DANGER

Do not use cooking appliances for comfort heating. Cooking appliances need fresh air for safe operation. Before operation, open an overhead vent or turn on an exhaust fan and open a window.

DANGER

Do not store LPG tanks within a vehicle. LPG tanks are equipped with safety devices that vent gas should the pressure become excessive.

DANGER

Portable fuel burning equipment, including wood and charcoal grills and stoves, shall not be used inside the recreational vehicle. The use of this equipment inside the recreational vehicle may cause fires or asphyxiation.

DANGER

Do not bring or store LPG tanks, petrol, or other flammable liquids inside the vehicle because a fire or explosion may result.

Twice a year, or after a long storage period, we suggest you take your trailer in for a checkup and cleaning of the gas-operated appliances.

If You Smell Gas

- Extinguish all flames and smoking materials.
- Do not operate electrical switches.
- Turn off the cylinder valve(s) if safe to do so.
- Ventilate the interior by opening doors and windows.
- Leave the area until the smell clears.
- Have the system inspected and repaired by a qualified LPG service technician.

DANGER

Never use an open flame to check for leaks.

Fire Safety

Always heed the fire alarm warning and never assume a false alarm. Check for smoke before silencing the alarm. In the case of fire:

1. Get everyone out of the Airstream as quickly as possible using whichever exit is the quickest. Do not stop to collect any personal items.
2. Raise the alarm. Call the Fire Emergency Service.
3. Turn off the gas supply using the valves on the cylinders, **ONLY if it is safe to do so.**
4. Turn off the electricity supply at the supply point.
5. Purchase & keep a dry powder fire extinguisher of at least 1kg capacity by the exit door & a fire blanket next to the cooker.

Fire Extinguisher

The fire extinguisher should be checked for charge on a regular basis. Make sure your family knows how to release the extinguisher storage bracket, and how to properly operate the extinguisher. Check with your local fire department for professional advice on its operation and use if you find the directions on the extinguisher unclear. They will be able and willing to assist you and your family.

WARNING

Read the directions on the fire extinguisher carefully. If you have any doubts as to its operation, you and your family should practice, then replace or recharge the extinguisher. Your local fire department will be able to assist you and answer any questions.

Fire Escape - Window Operation

Make sure you and everyone travelling with you can operate the main door and emergency exit window(s) rapidly without light. Contemplate other means of escape in case the designated exits are blocked. Run emergency drills

Emergency escape window(s) are identified by red release handles. To open, unlatch all four handles and push the window outward to provide clearance for exit.

WARNING

Learn and practice the entrance door and escape window operations, so you and your family can escape even in total darkness.

Check the emergency escape route outside your escape window at every stop, make sure you have not parked in such a manner as to block the operation of the escape window by being too close to trees, fences, steep drops etc. Never park your trailer so the escape windows cannot be easily used for emergency exits.

WARNING

The window operation should be checked before each trip and the latches lubricated with silicon or an equivalent lubricant every 3 months.

Insurance and Theft Protection

Insurance

Arrange insurance for the Airstream from the moment you collect or take delivery. Insurers vary by country, so consult your Airstream dealer for local guidance. When requesting quotes, provide the model and retail value, including optional equipment.

If travelling outside your country of residence, notify your insurer before departure and confirm whether additional cover is required. At a minimum, you will usually need a “Green Card” covering legal liability to third parties. Full comprehensive cover is preferable and may incur an extra supplement. Always carry proof of insurance while travelling internationally.

Airstream insurance: Ask your dealer for contacts for insurers who provide coverage for the Airstream.

Tracker installation: Some insurers may require a tracker. Depending on the value of your tow car and Airstream, you may also wish to fit a tracker to help protect your assets abroad.

Car insurance: Confirm your policy covers towing a caravan and has no unusual exclusions. For international travel, check whether additional cover is needed for your tow car.

Breakdown cover: Compare options from different providers for towed outfits, including recovery of the Airstream. Some providers limit the caravan length covered. If travelling internationally, ensure your plan includes recovery for both car and trailer, as extra cover is normally required.

Theft Protection - Secure Storage

Caravan theft is common, so always secure all windows and doors when leaving the Airstream unattended. Hiding the Airstream from view reduces the risk of theft. At home, consider screening measures, removable posts, or storing it at a secure facility to improve security.

Tracker

Fitting a tracker is recommended as the most effective way to recover a stolen Airstream.

Wheel and Hitch Locks

Mechanical devices such as wheel locks and hitch locks can help deter theft, although they will not stop a determined thief. A variety of wheel locks are available for purchase; consult your Airstream dealer.

Hitch locks are available to suit the different couplings used; consult your Airstream dealer.

Typical hitch lock operation:

To secure the coupling with a hitch lock, first insert the safety ball into the underside of the coupling head (usually provided with the hitch lock kit).

Next, press the stabiliser handle fully down to the horizontal (closed) position over the safety ball.

Place the two halves of the hitch lock on either side of the coupling head and turn the key to lock.

Example safety ball:



Example hitch lock:



⚠ CAUTION

Do not reach into the open stabilising coupling head with your fingers. The spring-loaded closing mechanism could trigger, resulting in injury to your fingers.

NOTES

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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Section 3 GENERAL INFORMATION

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Warranty

Warranty Coverage

When you buy a new Airstream Travel Trailer from an authorized Airstream dealer, Airstream, Inc., warrants the trailer from defects in material and workmanship as follows:

Basic Warranty Period

This warranty extends for a period of 2 years from the date of original retail purchase, subject to the conditions, terms and exclusions below.

Items covered

Any part of the trailer or any component equipment installed by the factory in the USA is covered by the basic warranty except the following items, which are not covered:

- Tyres & batteries – these are not covered by the basic warranty.
- This limited warranty does not include failure caused by accident, abuse, normal wear, overload or any cause not attributable to a defect in original material or workmanship of the trailer or component equipment as installed by the factory or distributor as described above.

Limitation of implied warranties

All warranties of merchantability and fitness for a particular purpose, whether written or oral, expressed or implied, shall extend only for a period of two years from the date of original purchase. There are no other warranties, which extend beyond those described on the face hereof and which expressly excludes conditions resulting from normal wear, accident, abuse, exposure or overload.

Airstream's responsibility

The basic Airstream Limited Warranty applies for a period of two years from the date of original purchase and the application date of all warranties is that indicated on the owner's Limited Warranty.

Defects in items covered under this Warranty will be corrected without cost upon the return, at the owner's expense, of the trailer or defective part to an authorised Airstream dealer in Europe.

Owner care and maintenance

This warranty covers only defective material and/ or workmanship; adjustments are made at the factory in the USA prior to shipment, and rechecked by the dealer prior to delivery to the customer. Adjustments made thereafter become a customer responsibility.

Each Airstream exterior (not including the underside) is clear coated to prevent oxidation. This application is covered by a two year warranty against peeling. Prolonged exposure to salt air or corrosive air borne pollutants will permit penetration through the coating material, causing damage to the exterior finish. Since Airstream Inc. has no control over these conditions, it is necessary for the owner to wash and maintain their trailer as instructed in this Owner's Manual.

The owner is responsible for following all maintenance recommendations, instructions and precautions contained in this Owner's Manual and the individual operation and use manuals furnished by the chassis, appliance and other manufacturers.

Installations not covered

Airstream Inc. do not accept any responsibility in connection with any of its trailers for additional equipment or accessories installed at any dealership or other place of business, or by any other party. Such installation of equipment or accessories by any other party will not be covered by the terms of this warranty. Recourse should be made to the dealer concerned.

If repairs are needed

If your trailer needs repairs under the terms of the basic Airstream Limited Warranty, you should take your trailer to your selling dealer, or other authorized Airstream dealer.

No work shall be commenced under the terms of the warranty unless prior authorisation is obtained from Airstream Inc..

Airstream Inc or their Appointed Representative reserve the right to inspect the trailer before any works commence. Airstream Inc. reserve the right not to approve a warranty claim if the original construction of the Airstream has been tampered with or repaired by any third party who is not an authorized Airstream repairer or representative.

Should your Airstream repair agent require further technical assistance then they can contact Airstream USA, who will be able to assist further. The following information should be provided:

- The Airstream VIN
- Date of original purchase
- Selling dealer
- Nature of service problem and steps or service performed

Dealer representation excluded

Airstream will not be responsible for additional representations or implied warranties made by any of its dealers or suppliers to the extent those representations are not a part of, or are contrary to, the terms and conditions of the basic Airstream Limited Warranty.

Consequential and Incidental damages

Airstream will not be responsible for any consequential or incidental expenses or damages resulting from a defect. Incidental expenses include, but are not limited to: travel expenses, fuel, oil, road tolls, lodging, meals, telephone bills, loss of work, goodwill and loss of use of the trailer. Some examples of consequential damages would be: loss incurred by accident or fire, stained curtains due to rain leaks or delaminated floor caused by a plumbing leak.

Conditions

You must ensure that your trailer has had an Annual Service within 90 days before or 60 days after each anniversary of the original date of purchase. The Annual Service must be carried out in accordance with the requirements of this handbook. You will be responsible for any charges made for an Annual Service. If the Annual Service is performed by an authorized Airstream Dealer then Airstream warrants that the Annual Service has been performed correctly. If the Annual Service is performed by an unauthorized repairer or service centre Airstream will not be obliged to perform any work under this warranty (insofar as it relates to defective or faulty work or defective Annual Service).

If any repairs are identified as being necessary during an Annual Service or otherwise, Airstream will only pay for Warranty work performed by an authorized Airstream Dealer. The trailer must be made available to an authorized Airstream Dealer within 6 weeks of the date the repair need was identified for the work to be carried out. The cost of transporting, towing or moving the trailer by any means to and from the place of the repair is the responsibility of the owner.

Warranty transfer

All new trailers must be registered with Airstream within 6 weeks of purchase as new.

What to do if you require assistance

Should you have an enquiry or require assistance with a problem we hope that this guide will be of assistance to you.

1. Check the Owners Handbook, paying particular attention to the fault finding advice at the back of the book.
2. Contact your supplying dealer for assistance.

Service Inspection

In order to comply with the warranty, you must have your trailer inspected and serviced at least once per year. We highly recommend that you have your trailer serviced by an Airstream Dealer. Authorised dealers have the ability to order approved parts and ensure that any product upgrades which may be available for your trailer can be offered to you and carried out as part of the service. In the unfortunate event that an issue requires attention under warranty, then an Airstream Dealer is able to submit a warranty claim for processing, and deal with the issue for you from start to finish.

All of our Airstream Dealers are provided with up to date technical information and have access to current repair methods giving you peace of mind that any defect has been repaired effectively. It is important that the Service inspection Record is updated. Should proof of service be requested at any time you will need to produce a copy of the service invoice, therefore please keep this for your records.

Failure to provide proof of service may invalidate the warranty and the transfer of the warranty on the change of ownership. The inspection should take approximately 2-4 hours and will cover the areas dealt with in the annual service check list. Any areas requiring service and/or maintenance will be highlighted by your dealer and we recommend that you authorize any necessary work to be carried out. Note: It is essential, to validate the warranty, that an annual inspection be carried out by an authorized Airstream Dealer covering the items listed.

The basic Airstream Limited Warranty is transferable to subsequent owners for the duration of the warranty period.

General Information

Changes in design

Airstream Inc. reserves the right to make changes in design and improvements upon its product without imposing any obligation upon itself to install the same upon its products already manufactured.

Explanation of Airstream Limited Warranty

The Airstream Limited Warranty is a separate document, which will be filled out by the dealer and presented to the owner during delivery of a new unit.

The Limited Warranty must be presented to a dealer to obtain warranty service. It should be kept in the trailer during the warranty period.

Exclusions

Normal Wear – Items such as tyres, curtains, upholstery, floor coverings, window door and vent seals will show wear or may even wear out within the two year warranty period depending on the amount of usage, weather and atmospheric conditions.

Accidental damage – Issues arising from accidental damage are not covered under the manufacturer's warranty and subsequently a warranty claim for such would not be authorized.

Abuse – Lack of customer care and/ or improper maintenance will result in early failure for which neither Airstream, or its dealers can be held responsible. No liability will be accepted for damage caused by willful damage, negligence, intrusion of foreign or harmful matter, over-heating, freezing, failure to follow user instructions set out in this manual or alteration or repair of the Airstream without prior approval.

Inappropriate Use - Airstreams covered by this warranty shall not be put out to hire, reward, or any other commercial use, nor be used for any event, race or purpose or subjected to any condition which could reasonably be foreseen to cause or result in damage or excessive wear and tear.

Exposure – Aluminium oxidises if subjected to prolonged exposure to moisture, salt air, or corrosive air-borne pollutants without protection, such as the clear coat lacquer on an Airstream. Extremely hot or direct sunlight will deteriorate rubber and fade curtains and upholstery. Conditions of this nature, although they may be normal for the area, are beyond Airstream's control, hence any damage caused by exposure becomes the responsibility of the owner.

It is the responsibility of the owner to take such preventative measures as are necessary to maintain the exterior caulking and sealer of their trailer, to wash and maintain their trailer as instructed in the Owner's Manual and to store it appropriately to provide shelter from adverse exposure.

It is the responsibility of the owner to use reasonable, prudent care to prevent foreseeable secondary damage from rain, plumbing leaks and the natural accumulation of moisture internally, which can cause delaminated floors, stained upholstery, carpeting, mould formation etc. Mould is a natural growth given certain environmental conditions and is not covered by the terms of the Limited Warranty. Use of the heating system on low setting during winter months as per the heating system manufacturer's operating instructions will reduce the risk of freezing and other moisture related damage.

Overloading – Damage due to loading, either beyond capacity or improper load distribution, is beyond Airstream's responsibility. Do not overload your vehicles (towcar and trailer) in excess of the permitted weights, see Section A of this Owner's Manual. Load distribution in the trailer has a definite effect upon the towing characteristics and safety, refer to the advice given in Section C2. Reasonable cause to believe damage has been caused by improper loading, hitch set up or improper driving of the outfit could void the Airstream warranty.

Warranty jurisdiction

This warranty shall be governed and construed in accordance with the laws of England/ USA and the parties irrevocably submit to the exclusive jurisdiction of the courts of England/ USA.

Travel Preparations

Packing Lists

On the Road Pack and Options

- Spare keys for Airstream and tow vehicle
- LPG cylinder(s) – full
- Leisure battery/batteries
- Portable fresh-water carrier (approx. 40 litre)
- Portable waste-water container (approx. 30-40 litre)
- LPG hoses to suit the cylinders you are carrying
- Mains water connection hose
- Waste water connection hose
- 16amp electrical site connection cable
- Corner steady winder handle
- Airstream entrance doormat (exterior use only)
- 13amp socket adaptors for mains hook up lead
- Polarity changeover lead
- LPG hoses for other European countries you may visit
- Flashlights

Documents

- This Owner's Manual
- Remainder of Owner's pack, including appliance operating instructions
- Warranty documents
- Weighbridge record slips
- Vehicle registration documents
- Driving licence
- Tow Car insurance documents
- Airstream insurance documents
- Breakdown insurance documents
- Passport
- Medical insurance documents
- Pet insurance documents

Personal Toolkit and Spares - Recommended to Purchase

- Number plate for the rear of the Airstream
- Wheelclamp(s)
- Hitchlock
- Jack
- Axle stand
- Wheel chocks
- Wheel leveling devices
- Torque wrench with correct socket for lug nuts
- Tyre pressure gauge
- Tyre foot pump
- Towing mirrors
- Fire extinguisher
- Fire blanket
- Small step ladder
- Warning triangle
- Toolkit including screw drivers (Pack so that you can reach the tools without completely unpacking.)
- First aid kit
- Spirit level
- Spare 12V fuses
- Toilet paper – low glue content paper, for caravan use
- Spray silicone and WD40 – for lubrication

Domestic Items

- Adaptors for 230V , if travelling in other countries
- Chargers for devices
- Medications and toiletries
- Sunglasses and suncream
- Kitchen equipment and food
- Clothes and other personal effects
- Pet's dish, food, leash, and health and registration papers

General Information

Suggested Pre-Travel Check List

Interior

1. Turn off water pump switch
2. Secure TV (if fitted)
3. Lower TV antenna (if fitted)
4. Lower satellite dish (if fitted)
5. Close windows and vents
6. Loose articles securely stowed
7. Remove glass plate from microwave (if fitted)
8. Latch all interior cabinet doors
9. Close all ceiling vent fans
10. Turn ON refrigerator (if using)
11. Latch refrigerator door. (seal containers first)
12. Hold down or stack securely all loose, hard, and sharp objects. Stow countertop items.
13. Fasten sliding and foldette doors
14. Drain toilet bowl
15. Turn off interior lights
16. Lower wall-mounted table so the top is level with the dinette seats
17. Lower blinds

Exterior

1. Lock main entry door (both locks)
2. Turn OFF gas at LP tanks
3. LP cover closed and secure
4. Disconnect and stow the electrical hookup cord, and the sewer (flush out) and water hookup hoses.
5. Apply handbrake and observe brake linkage
6. Check breakaway cable for damage. Breakaway cable fitted.
7. Check towball is un-damaged, clean and free from grease. Inspect underside of coupling head to confirm it is free from dirt and grease. Clean as required.
8. Coupling locked with stabiliser handle in the fully down position
9. Check friction pad wear indicator to stabiliser coupling
10. Trailer handbrake in the OFF (fully down) position

11. Jockey wheel fully raised and clamp handle tightened
12. 13pin electrical towing connector plug connected to Tow Car
13. Pull up/retract step
14. Retract and lock awning
15. Check hitch for proper attachment
16. Corner steadies raised
17. Check safety chains and breakaway switch cable.
18. Fully retract jockey wheel.
19. Check clearance and stoplights
20. Check lug nut torque
21. Check tyres for correct pressure. Visual tyre check – inspect tyres for un-even wear, bulges or cracks; particularly after any mishandling – for example if you hit a kerb. Un-noticed tyre damage can cause blowouts.
22. Be alert to any loose fastenings/ connections, leaking oil etc.
23. Adjust tow vehicle mirrors
24. Pull forward about 50 ft, test brakes, and check site for forgotten objects and cleanliness.
25. Number plate fitted to rear of Airstream
26. Towing mirrors fitted to tow car. Tow car tyre pressures checked.

Final Checks and Moving Off

1. Turn car road lights on. Verify all trailer lights are working.
2. Walk around Airstream – all windows closed and entrance door locked
3. Distant view of Airstream roof – all rooflights & equipment closed/ stowed
4. When satisfied all tasks are complete, proceed to move the outfit off the pitch. When onto hard ground, stop to test the brakes.
5. Check the ground when the outfit was parked for forgotten objects

Site Arrival & Trailer Setup

Overnight Stop

Airstream owners have parked in a wide variety of locations, from filling stations to farmlands. Over time, you will develop a knack for spotting convenient roadside locations by turning off the main highway and exploring.

Caravan sites with a range of facilities are widely available throughout Europe. Many provide electrical hook-ups, fresh water supply points, and waste disposal facilities. Various printed and online directories list sites in detail, including the services offered and any restrictions or requirements.

On overnight or weekend trips, you are unlikely to use the full capacity of the sewage holding tank, deplete the water supply, or discharge the batteries that supply 12-volt current.

On longer trips, where sewer connections and utility hook-ups are not available, it will be necessary to stop from time to time to dispose of waste from the holding tank and replenish the water supply. Many truck stops and gas stations, both chain and individually owned, have installed sanitary dumping stations for this purpose. Booklets are available listing these dumping stations.

When stopping for the night, your Airstream can be safely parked in any location that is relatively level and where the ground is firm. All facilities travel with you, so, you are self-contained. Unless the tow vehicle is required for transportation, it is not necessary to unhitch.

DANGER

At each campsite, ensure you have not parked in a way that obstructs the operation of the escape window. Avoid positioning the trailer too close to trees, fences, or other impediments. Scenic views are one reason for travelling, but do not park so that a beautiful lake or steep cliff is immediately outside your escape window.

Choose the most level parking spot possible. Corner steadies or blocks may not be required for an overnight stay. If you must park on a slope, position the trailer facing downhill, as it is easier to level the trailer this way.

Before moving on, inspect your campsite for cleanliness and ensure that nothing has been left behind. Turn off the gas supply and make sure all equipment and belongings are properly stowed. Use your pre-travel checklist, and you are ready for the next stage of your journey.

Extended Stay

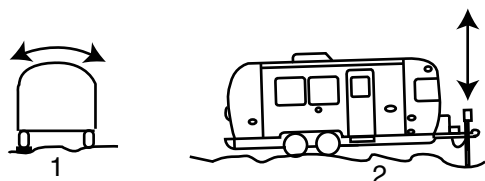
Taking a long trip in your Airstream is similar to making a weekend excursion. Since everything you need is on board, you are at home wherever you go. When packing for an extended trip, bring what you need—but only what you need.

When staying in one location for several days, weeks, or months, aim to make your trailer as level and steady as possible. Check the attitude using a small spirit level set on the inside work counter or the trailer hitch A-frame. If adjustment is necessary, level the trailer from side to side first. This can be done easily by backing the trailer onto one or more 2 × 6 boards. Placing tyres in a hole for levelling is not recommended.

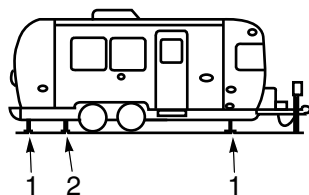
General Information

Leveling

Once the trailer is unhitched, [see Hitching and Unhitching on page 7-9](#), it must be leveled. Always chock the wheels to prevent the trailer from rolling while leveling.



1. Side-to-Side
2. Front-to-Rear



1. Corner Steady Location
2. Lifting Jack Location

Suitability of Pitch

On arrival at the campsite, inspect the allocated pitch for obstructions, the layout of services (proximity to drainage, water, and electrical points), the gradient, and ground conditions before positioning or reversing onto the pitch.

Where possible, choose campsites where the Airstream can be parked on level, hard ground. Hard standing is ideal.

After positioning, check again that proximity to services is acceptable and that hoses and cables will reach.

⚠ CAUTION

UNEVEN GROUND: Uneven slopes can cause difficulties when hitching up, especially if the tow ball of the tow car is higher or lower than normal. Carry a jack so you can safely lift the front of the Airstream if required.

SOFT GROUND: Higher nose weights on the Airstream can cause the jockey wheel to sink and the tow car's driven wheels to spin. Check grass or soft pitches carefully before driving onto them.

Level Side to Side

Side-to-side levelling is best achieved using wheel ramps or other levelling devices while the trailer is still connected to the tow car. A spirit level placed on the entrance step is a useful aid when levelling.

Level Front to Back

Level the trailer front to back using the jockey wheel to raise or lower the front of the Airstream, sighting by eye or with a spirit level. When level, lower the corner steadies using the winder handle provided to steady the Airstream.

For more information on jacking, [see Tyre Changing on page 8-4](#).

⚠ WARNING

Corner steadies should only be used to stabilise the trailer and must not be used to lift it. When lifting is required, such as changing a tyre, place the lifting jack under the main frame rail only. Never use corner steadies for lifting.

Prolonged Occupancy

Your trailer was designed primarily for recreational use and short-term occupancy. If you plan to occupy the trailer for an extended period, be prepared to manage condensation and the humid conditions that may occur.

Moisture can condense on the inside surfaces of the trailer during cold weather when the relative humidity of the interior air is high. This is more likely because the insulated walls of a recreational vehicle are much thinner than those of a house. The relatively small volume and compact construction of modern recreational vehicles mean that the normal activities of even a few occupants can quickly lead to moisture saturation. Estimates indicate that a family of four can generate up to 12 litres of water daily through breathing, cooking, bathing, and washing. Unless this water vapour is ventilated outside or removed by a dehumidifier, it will condense on the inside of windows and walls as moisture or, in cold weather, as frost or ice. Condensation may also occur out of sight, within walls or the ceiling, which can lead to warped or stained panels.

The appearance of these conditions may indicate a serious problem. When you notice signs of excessive moisture or condensation in the trailer, action should be taken to minimise their effects.

NOTICE

Your trailer is not designed, nor intended, for permanent housing. Use of this product for long-term or permanent occupancy may lead to premature deterioration of structure, interior finishes, fabrics, and window coverings. Damage or deterioration due to long-term occupancy may not be considered normal, and may, under the terms of the warranty, constitute misuse, abuse, or neglect, and may therefore reduce the warranty protection.

Tips To Controlling Condensation

Allow excess moisture to escape to the outside during activities such as cooking, bathing, washing dishes, hair drying, laundering, and using non-vented gas burners.

Avoid dead air spaces by using a fan to keep air circulating and leaving closet and cabinet doors partially open.

To help reduce cold-weather condensation:

- Keep the interior temperature reasonably cool.
- Allow the trailer to breathe/avoid making it airtight.

- Provide some ventilation to allow warm air to leave and cooler outside air to enter.
- Do not allow the furnace to recycle humid interior air; provide reasonable ventilation.

In hot weather, running the air conditioner early will help remove excess humidity while lowering temperatures.

Moulds

Moulds are microscopic organisms that naturally occur in virtually every environment, indoors and out. Outdoors, mould growth is important in the decomposition of plants. Indoors, mould growth is unfavorable. Left unchecked, moulds break down natural materials, such as wood products and fabrics. Protect your investment by understanding the potential risks that mould imposes.

Contributing Factors To Mould Growth

Mould growth occurs when temperatures are between 4°C and 38°C (40°–100°F) and there is a source of moisture, such as humidity, standing water, or damp materials. Indoors, growth is fastest in warm and humid conditions.

Inhibiting Mould Growth

Controlling relative humidity can inhibit the growth of mould and mildew. In warm climates, using the air conditioner will reduce indoor humidity. Vents are located in bathing and cooking areas; these should be used constantly during food preparation and bathing, even in colder weather. Opening a window during these activities will also aid ventilation. In extremely humid conditions, a dehumidifier can be helpful.

Frequent use of your trailer and regular cleaning are important preventive measures. Spills should be wiped up and dried promptly. Avoid leaving damp items lying around. On safe surfaces, use mould- or mildew-killing cleaning products. Check sealants regularly and reseal as necessary to prevent water leaks. Proper preventive maintenance of the trailer and its accessories, as described in this manual and accompanying literature, provides the best protection.

For more information on controlling moisture in the trailer, [see Tips To Controlling Condensation on page 3-9](#).

NOTICE

If using a dehumidifier, read and follow all manufacturer instructions and recommendations for operation and cleaning.

Winter Travelling

Travelling in Sub-Freezing Temperatures

Travelling in sub-freezing temperatures requires certain precautions to protect the plumbing system and your personal belongings from damage caused by freezing.

Whenever possible, keep the heating set to a constant temperature. It is easier for the furnace to maintain a steady room temperature than to allow the trailer temperature to drop to around 10 °C (50 °F) and then attempt to raise it back to room temperature.

Some countries or regions do not allow LPG to be turned on while the vehicle is in motion. In these situations, exercise caution and use your judgment. Consider the outside temperature, the expected time before you can turn the heat back on, and whether the temperature is falling or rising. Keep in mind that when towing at around 80 km/h (50 mph), the wind chill factor will cause the interior to cool much faster than when the trailer is parked.

Avoiding Freeze Damage

The furnace is ducted to provide heat to the underfloor water tanks and plumbing to prevent freezing, however, the following tips can help prevent freeze damage:

- When parked in sub-freezing temperatures, ensure a full supply of LPG and, whenever possible, connect to an external AC power source.
- For stays longer than overnight, try to have 230V electricity available. Minimise electricity use if a 230V power source is not available.
- Leave cabinet doors, wardrobes, and bed doors partially open to allow warm air to circulate around plumbing lines and fixtures. Insulate and/or wrap exterior water lines with heat tape.

NOTICE

Drain and winterize your airstream if the water system is not being used during winter travelling. Refer to [Section 8 - Maintenance](#) in this manual for Winterising instructions.

AIRSTREAM®

Section 4

FLOOR PLANS AND SPECIFICATIONS

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Floor Plans And Specifications

Floor Plans

17RB World Traveler



22RB World Traveler



Specifications

Specification Chart

NOTE		
All product information and specifications listed are as accurate as possible at the time of printing. Since we continually strive to improve our products, all specifications are subject to change without notice. All capacities are approximate and dimensions are nominal and are checked and updated throughout the model year.		

Item	17RB	22RB
Overall Length	5.87 m	7.22 m
Exterior Width	2.29 m	2.29 m
Interior Width	2.18 m	2.18 m
Exterior Height	2.74 m	2.74 m
Interior Height	2 m	2 m
Typical Hitch Weight / Noseweight (Laden)	100-120 kg	120-140 kg
Maximum Hitch Load	150 kg	150 kg
UBW, with LP & batteries	1,350 kg	1,700 kg
Gross Vehicle Weight Rating (MTPLM):	1,600 kg	2,000 kg
Payload	up to 250 kg	up to 300 kg
Fresh Water Tank	70 litres	70 litres
Grey Water Tank	90 litres	90 litres
Waste Water Tank	45 litres	45 litres
Trailer Coupling Size	50 mm	50 mm
Lug nut torque (Max), aluminium wheels	149 Nm (110 ft-lb)	149 Nm (110 ft-lb)
Lug nut torque (Max), steel wheel (spare)	135 Nm (100 ft-lb)	135 Nm (100 ft-lb)

Dimension Limits

Restrictions on the size of trailer (length and width) that can be towed by different vehicles vary from country to country. Check the towing laws in your country before purchasing your Airstream.

As the MRO for a production model can be subject to change, we recommend you confirm key items of data with your Airstream dealer, such as the MRO and MTPLM, for your production model before relying on this information.

Floor Plans And Specifications

Chassis Component Table	
Max load (declared)	17RB - 1,600 kg / 20RB - 2000 kg
Max speed as stated on axle type plate	up to 140km/h
Axle type	VGB20-MV
Axle part number	6AG350N001
Axle max load (KG)	2000 kg
Drop arm type and angle	Forged, 25°
Brake drum offset	0
Shock absorbers	None
Overrun hitch type	KFL27A-GFV
Overrun device part number, incl. hardware	6J3841.001
Overrun part number	207774.003
Permissible weight range	1400-2700kg
Hitch vertical max load S (KG)	150kg
Hitch approval:	E1 55R-01 2116
Stabiliser coupling type	KS25
Coupling part number	210197.003
Coupling max load (KG)	2500kg
Coupling vertical max load S (KG)	250kg
Coupling approval	E1 55R-01 2928
Brake type	25-4316
Compatibility calculation ref	KFL27-A-4x25-4316-0,323-0,404m-1400-2700kg_EN
Brake max load	1250kg/wheel
Brake approval and test report	361-060-11
Drawbar type	ZHL25-A
Drawbar length	2000mm
Drawbar part numbers	6BK878.001 & .002
Drawbar mounting brackets, part #'s	34076093 & 34076193
Drawbar max load (KG)	2800kg
Drawbar max vertical load (KG)	150kg
Drawbar approval	"E1 55R-01 3038 & E1 55R-02 3038
Wheels	Aluminium 15 x 6J, 6 x 5.5 both pattern, 0 offset
Wheels max load rating	1283kg each (2567kg/ axle)
Tyres fitted in USA (no EU approval)	225/75 R15 Goodyear Endurance, max load 1283kg
Tyres with EU approval, fitted by EU dealer	225/70 R15 C, recommended tyre: Pirelli Carrier All Season Li112, max load 1120kg
Brake rod & balance bar part number	422555.370
Brake rod length	17RB: 3000mm, 22RB: 3700mm
Brake cable spec	1030/1220mm
Brake cable part number	980277.11

Definitions

Caravan manufacturers in Europe are required to quote the following weights. These terms are quoted in specifications in the Airstream sales brochure and on VIN weight plates fixed to the trailers:

Mass in Running Order (MRO) - Mass of the Airstream equipped to the manufacturer's standard specification.

This INCLUDES the Essential Habitation items, shown below:

- LPG bottles, 6kg (4.5kg empty x 2)
- LPG contents x 90% (6kg x 2 x 90% = 10.8kg)
- Onboard fresh water tank (90% full = 70 litre/ 70kg x 90%)
- mains electricity hook up cable

Maximum Technically Permissible Laden Mass (MTPLM) - This mass takes into account the strength of materials, loading capacity of the tyres, axle rating, brake capacity etc. The loaded Airstream must not exceed this limit.

User Payload - This is the difference between the MTPLM and MRO. Payload is made up of 2 categories: Personal effects and Optional equipment.

Payload Breakdown

Personal effects: Those items which a user can choose to carry in a caravan and which are not included as essential habitation equipment or optional equipment.

Optional equipment - Items made available by the manufacturer over and above the standard specification for the caravan

The minimum mass allowance in kg is -

$M = 10N + 10L + 50$, where:

L = the overall length of the caravan in metres, excluding draw gear as given in 6.1.2 of ISO 612:1978

N = the sum of all standard and optional berths

Thus a 6 metre 6 berth EU Airstream will require a minimum personal effects allowance of 150kg (330lbs).

The mass of each item should include any fluids required for their safe and proper functioning.

Examples for an EU Airstream might be:

- Microwave
- Cooling Drawer

Noseweight: The load the trailer coupling places on the towball of the tow vehicle. It will vary depending on how the Airstream is equipped and loaded.

Items loaded toward the front of the trailer increase noseweight, while those placed towards the rear reduce it. The axle(s) serve as a central pivot point.

Equipment mounted near the centre of the trailer—such as the Mover device—has little effect on noseweight. However, the position and contents of the fresh water tank can make a noticeable difference. If the tank is located forward of the axle(s) and you need to reduce noseweight for towing balance, you may choose to travel with the tank empty.

The type and fill level of the LPG bottles also influence noseweight since they are located at the front of the trailer. Using lightweight bottles can help lower it.

The Typical Hitch Weight / Noseweight (Laden) listed in the Specifications provides a general indication of expected noseweight. For accuracy, measure the actual laden weight and noseweight once your Airstream is loaded for travel.

⚠ WARNING

The Actual Laden Weight must under no circumstances exceed the Airstream's stated MTPLM.

Floor Plans And Specifications

VIN and Chassis Type Plates

The MTPLM and MRO of any particular European-specification Airstream are best confirmed by inspection of the Airstream itself.

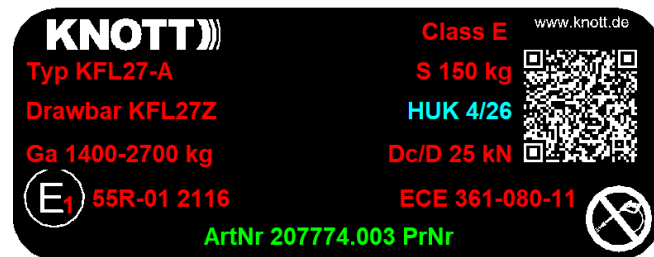
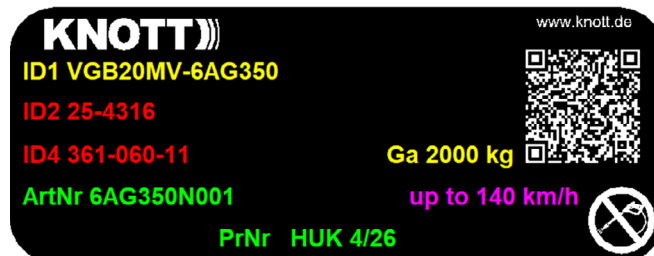
All models have a VIN plate fixed externally to the front panel behind the LPG housing, displaying the design maximum masses.

All European models are assigned a unique 17-character Vehicle Identification Number (VIN) that complies with the European numbering sequence.

This European VIN is stamped on the VIN plate (second line) and also on the chassis, at the front of the right-hand chassis rail, for visible identification.

AIRSTREAM	
XXXXXXXXXXXXXXXXXX	← EU VIN
XXXX KG	← MTPLM (Design Maximum)
0 - XXX KG	← Max noseweight
1 - XXX KG	← Max weight axle 1
2 - XXX KG	← Max weight axle 2
USA NO. _____	
MODEL XXX	← Model

In addition, type plates providing weight information for the axle(s) and hitch are fixed to the axle(s) and drawbar, respectively. These were fitted at the date of chassis manufacture.



Inspection of these type plates will verify the axle and hitch ratings (example only - circled above).

AIRSTREAM®

Section 5 INTERIOR

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Interior

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Interior Features and Care

The interior of every Airstream is crafted with features that offer comfort, convenience, functionality, durability, and design appeal. Our goal in this section is to deliver the best experience possible by providing you with the knowledge you need to enjoy these features and care for them to ensure their longevity.

 The Airstream Supply Company is your trusted source to obtain care products and supplies to help maintain and enjoy your Airstream. Scan this QR code to visit and explore our recommended assortment of care products and much more at <https://airstreamsupplycompany.com/>.

Many of the appliances and components installed in your Airstream come with manuals from their respective manufacturers. These manuals contain detailed instructions and critical safety alerts, which should be read and followed before operating the equipment. If any manuals are missing from your owner's packet, contact your dealer, the appliance or component manufacturer, or Airstream Customer Service at 001 937 596 6111 or support@airstream.com.

⚠ WARNING

To protect occupants and furnishings, do not smoke when drowsy. Immediately remove any burning cigarette or falling ash from furniture. Upholstery and other fabrics can ignite from a smouldering ember.

Interior Aluminium Skin

The interior white aluminium can be cleaned using a mild detergent or soap (less than 0.5% phosphate) mixed in warm water, at a ratio of approximately one cup of soap per five gallons of water. Some car wash soaps or specialised RV wash soaps may also be used, following the instructions provided with the product. Using a soft sponge or cloth, gently clean the area. Rinse immediately with fresh water and dry with a soft towel. A soft-bristled brush can be used sparingly on tougher spots. Avoid aggressive scrubbing, as this may damage the finish.

NOTICE

Mould and mildew can damage the white coating. Do not use abrasive materials or cleaners, acid-based cleaners, high-phosphate detergents, strong or undiluted commercial cleaners, or solvents, as they may damage the finish.

For tougher stains, soil, oil, and grease, small areas can be cleaned with a kitchen cleaner. Large areas may require a diluted grease remover. Always test any cleaner prior to use and use plenty of clean cloths to prevent spreading soiled areas across the surface.

Windows and Blinds

Acrylic Windows

NOTICE

The World Traveler's windows are made of acrylic and require special care when cleaning. Common household or automotive glass cleaners often contain ammonia, alcohol, or other solvents that can damage the acrylic surface; see *Acrylic Window Care* on page 6-3.

Dual Function Screens and Privacy Blinds

The sliding screen and privacy blinds are held together with a magnetic strip. They can be positioned with the blinds closed, with the screen deployed, or in any position in between. They can also be separated by sliding them apart to provide open-air access.

NOTICE

To prevent heat buildup between the blinds and interior acrylic window panes, do not close the blinds more than two-thirds during hot, sunny conditions or when the trailer is not in use.

Regular cleaning helps prevent the buildup of dust and dirt that can stain or damage accordion-style blinds, especially when combined with moisture. Use gentle cleaning methods to avoid creasing the material, such as lightly dusting with a microfiber duster.

If necessary, you can vacuum or use compressed air to remove dust, but exercise caution to avoid damaging the blinds. When vacuuming, select a model with adjustable suction and use a gentle setting along with a soft brush attachment. Always test first to ensure it will not pull or crease the material. When using compressed air, choose moisture-free and residue-free canned air, such as that intended for electronics, or an air compressor with a filter. Apply low pressure and maintain a safe distance to avoid harming the material while working along the pleats.

Vinyl Flooring

Use a soft broom to sweep the floor. A vacuum cleaner may damage the flooring, particularly models with beater bars. In most cases, a clean damp cloth or mop is sufficient to clean dirty flooring. When necessary, a solution of mild detergent or a mild household vinyl floor cleaner may be used.

Do not use abrasive materials for cleaning. Certain cleaning agents, including but not limited to powdered abrasives, solvents, furniture polish, spirit-based polish, bleach, and industrial-strength cleaners, are not recommended.

Always follow the flooring manufacturer's instructions. Ensure the cleaner is suitable for use with cushioned vinyl floor coverings. Scuffs, dirt, and spillages should be cleaned up as soon as possible.

Interior Doormat and Rug Selection

To avoid staining or discolouration of vinyl flooring, only use doormats or rugs made of natural fibres. The rubber-backed mat provided by Airstream is suitable for outdoor use only.

NOTICE

Rubber- or latex-backed mats, or furniture with rubber feet, may stain or discolour vinyl flooring.

Sink and Tap

To clean sinks and taps, dampen a soft cloth with warm water and a small amount of mild liquid soap or detergent. Gently wipe all surfaces, then rinse with clean water and dry with a soft cloth. Avoid abrasive scrubbing sponges, steel wool, scouring powders, and harsh chemical cleaners, as these can damage or dull the protective finishes on sinks and taps. Using gentle cleaning methods helps preserve the appearance and integrity of the materials. For best results, wipe sinks and taps after each use to prevent water spots, soap residue, and grime from accumulating.

Avoid leaving cookware in the sink, especially metal items such as cast iron, as they can cause stains and scratches. Depending on the sink and tap manufacturer, additional care instructions may be included in your owner's packet.

Shower Stall

Interior Surface Care: Wet the shower surface and clean it using a non-abrasive sponge or soft cloth and a non-abrasive liquid detergent safe for plastic, acrylic, gel coat, and fibreglass bath surfaces. Avoid using acidic or harsh commercial bath cleaners. Rinse

and dry with a soft towel. A wax or sealer suitable for these surfaces can be applied to the walls of the stall to restore gloss to dull areas when necessary, but it should not be used on the shower floor, as this could create an unsafe, slippery surface.

⚠ WARNING

Do not apply wax to the shower floor, it will create an unsafe slippery surface.

Showerhead: The showerhead is designed to facilitate water conservation when camping without a fresh water hookup. To conserve water while showering with fresh tank water, turn the water off between lathering and rinsing. For showerhead and hardware care, see *Sink and Tap* in this section.

Furniture and Upholstery

Hardwood Furniture

To maintain the appearance and longevity of hardwood surfaces, use only soft microfiber cleaning towels or electrostatic microfiber dusters. Avoid rough or abrasive scrubbing materials. Use a high-quality furniture cleaner that does not contain ammonia or bleach.

Roof Locker Doors

Regular cleaning helps prevent the buildup of dust and dirt, which can stain or damage the felt-board doors, especially when combined with moisture. To clean, first remove dust and debris using a soft-brush vacuum attachment or lint roller. For spills or stains, blot immediately with a clean cloth. If necessary, gently dab with warm water and mild detergent, then blot again to remove any residue and allow the panel to air dry. Avoid rubbing, aggressive scrubbing, or heat, as these can distort the felt. For stubborn or greasy stains, a mild solvent may be used, but always test it first in an inconspicuous area, such as the inside of the door.

Countertops

The countertops are made of high-pressure laminate and can be cleaned with soap and water, or a common solvent may be used on tough spots. Do not use abrasive cleaners, as they could scratch the surface. Always use a protective pad under hot utensils or pans.

Upholstery

It is best to spot clean with upholstery shampoo, a mild foaming detergent, or a mild dry-cleaning solvent. Blot spills immediately to reduce soaking of the fabric and cushions. Pretest a small, inconspicuous area before

proceeding. Avoid saturating the fabric. Clean spots or stains from the outside to the centre to prevent circling. Opt for a professional furniture cleaning service when the furniture has reached an overall soiled condition.

NOTICE

Do not use hot water extraction cleaning (steam cleaners) or remove cushion covers for separate dry cleaning or washing. Any tumble-cleaning method will damage upholstery fabric

Bed

The 17RB bed can be raised to an upright position, where the spring mechanism holds it securely. This provides hands-free access to the storage compartments and appliances beneath the bed. To lower, gently push the bed back into place.

The 22RB bedroom features a bed made up of two halves that form a single sleeping surface. Each half of the bed can be lifted using the attached strap to an upright position, where the spring mechanism holds it securely. This provides hands-free access to the storage compartments and appliances beneath each half of the bed. To lower, gently push each half back into place.

Avoid storing items near appliances and vents; [see Storage on page 5-5](#).

⚠ CAUTION

Take care to keep your fingers clear when closing the bed to avoid trapping them.

Dinette/Bed Conversion

In the dining position, the table is set up, and the backrest cushions are arranged along the roadside and kerbside walls, or as desired for lounging.

To convert the dinette into a bed, remove the cushions. Lift the front of the table just enough for the leg to clear the floor. Press the latch on the leg to release it, then fold the leg up and lock it into place on the underside of the tabletop. Carefully lift the back of the table off the wall brackets, avoiding contact with the wall. Once unhooked, lower the tabletop on its hinge to form a platform between the dinette seats.

Retrieve the stored cushions and place them over the tabletop with their wedged ends overlapping in the centre to complete the sleeping surface. The backrest cushions can be swapped from roadside to kerbside and positioned so that the flat ends meet beneath the window, with the curved ends positioned outward against the wall, or as desired for lounging.

NOTICE

Convert the dinette to the bed position before towing. Securing the table reduces vibration and helps prevent wear or damage.

Storage

A well-secured interior protects both your Airstream and your belongings on the road. Always check that cabinets and drawers are fully secured before departure. Stow all countertop items prior to departure.

Heavy items, such as cookware and canned goods, should be stored on the floor or on lower shelves inside cabinets to reduce the chance of objects shifting or coming loose while travelling. Overhead lockers are best reserved for lighter supplies, such as paper goods or linens. Whenever possible, use unbreakable dinnerware, and pack items with soft goods to help prevent shifting. Clothing should also be secured for travel; consider using locking clothes hangers. Additional storage compartments are found under the bed.

⚠ WARNING

Do not store items inside appliance compartments under the bed. Never block safety vents; [see Ventilation on page 2-3](#). Keep flammable materials away from appliances and vents.

Lighting

The battery disconnect switch must be in the ON position for the lighting to operate. Lighting is controlled by switches mounted on the interior walls. The touch feature of the dimmer switches allows you to tap the lights on or off with a single touch, or to dim the lights by holding your touch to increase brightness, releasing, and holding again to decrease brightness.

Some lighting fixtures may have a switch located at the light. If an LED light is not functioning and there are no electrical issues, the fixture may need to be replaced.

To operate the flat or thin-profile LED light(s), touch and release the metal frame at the side of the lens to turn the light on or off. When on, touch and hold the switch to adjust the brightness up or down. Release, then touch and hold again to reverse the dimming direction.

Plumbing

Fresh Water System

When filling the water tank in your Airstream, always use potable water that is safe for drinking to reduce the risk of ingesting harmful bacteria and to prevent contamination of the fresh water system. For instructions on filling the tank, [see Gravity Water Fill on page 6-6](#). For instructions on using the mains water connection, [see Mains Water Connection on page 6-6](#).

Fresh Water Lines and Tanks

To maintain the quality and integrity of your Airstream's fresh water system, periodic sanitisation is recommended; [see Sanitising on page 8-13](#)

If your Airstream will be stored or towed in freezing temperatures, the fresh water system must be properly winterised to prevent damage. For detailed steps, [see Winterising and Storage on page 8-16](#).

The fresh water tank and water lines are equipped with drains to assist with maintenance and seasonal preparation. For more information, [see Fresh Water Tank Draining on page 8-12](#).

Water Pump

The switch for the water pump is located on the monitor panel; [see Monitor Panel on page 5-7](#). When turned on, the water pump's controller maintains a consistent, regulated water pressure and steady water flow based on demand.

The water pump is typically left off when connected to a mains water supply. However, if mains water pressure is lower than desired, the water pump can be turned on to increase water pressure, provided there is a supply of water in the fresh water tank. The tank will be depleted by the amount needed to supplement the flow from the mains supply.

Access to the water pump will be necessary for periodic cleaning of the strainer screen; [see Water Pump Access Location on page 8-12](#) and [see Strainer Cleaning on page 8-12](#).

NOTICE

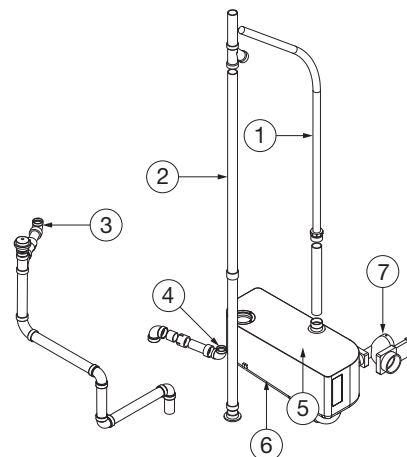
Road vibration may force a tap open in transit.
Ensure the pump is OFF prior to travel.

NOTE

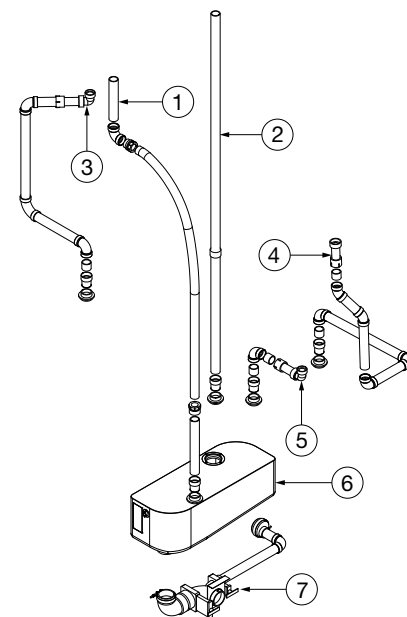
If water flow is interrupted, check the water supply and turn the pump OFF and back ON.

Drain and Waste System

17RB



22RB



1. Waste Tank Vent
2. Gray Tank Vent
3. Galley Drain
4. Lavatory Drain
5. Shower Drain
6. Waste Tank
7. Dump Valve Assembly

The drain and waste system consists of the sink and shower drains (depicted above), toilet, holding tanks, and holding tank dump valves. The toilet drains into the waste water holding tank, while all other drainage

empties into the grey water tank. Both tanks drain through a common outlet, so only one sewer hose connection is needed at a dump station; [see Emptying the Holding Tanks on page 8-14](#) also, [see Deodorizers and Biological Chemicals on page 5-7](#) for tank preparation.

Check the monitor panel regularly. If the waste water holding tank becomes full, the toilet bowl cannot be emptied. If the grey water tank overfills, drain water may back up and overflow; [see Monitor Panel on page 5-7](#).

⚠ CAUTION

Failure to monitor holding tank levels could result in unsanitary overflow.

Toilet

The toilet features a single pedal that opens and closes the slide mechanism and water valve.

Pressing the pedal flushes waste and sprays water down the side of the bowl. Water will continue to flow briefly after releasing the pedal. To conserve water (if equipped), hold the hand-sprayer over the bowl and press its thumb lever while pressing the pedal. This directs all the water through the hand-sprayer. For additional instructions, please refer the toilet manufacturer's manual.

NOTICE

Never put wet-strength paper towels, tissues, facial tissues, feminine hygiene products, automotive antifreeze, ammonia, alcohols, acetone, patterned toilet tissue, table scraps, or other solids in the toilet, as they will not dissolve, may catch in the mechanism, or otherwise harm the system. Most RV stores offer tissue designed specifically for RV use that will completely dissolve and work well with any system.

NOTICE

When you dump the bowl of the toilet, make sure all paper and solids have cleared the slide mechanism before you allow it to close. Failure to do so can cause the groove for the slide to become jammed and the slide will no longer close completely.

Deodorizers and Biological Chemicals

A variety of deodorizers and tank treatment chemicals are available in tablet, liquid, and powder form. These products help control odours and promote bacterial

activity to break down waste and toilet paper in the waste water tank. Always follow the manufacturer's directions and add the treatment through the toilet before use. It's also important to add a few gallons of water by filling the bowl and pressing the foot pedal several times. For more information, [see Extended Stays on page 8-15](#).

Monitor Panel



Tank levels are monitored by sender pads mounted on the sides of each tank. Data from each sender pad is transmitted to the Monitor Panel display through a single two-conductor wire.

When a button for a particular tank is pressed, the display powers up to show the current level. The display also indicates the battery voltage when the BATT button is pushed.

Viewing Tank Levels

Press and release the button corresponding to the tank to be checked, and the display will show the levels in percent on the LED display. If no other button is pressed, the display will shut off after about 5 seconds. The 5-second time-out will restart every time a button is pressed.

To continuously display a reading, press and release the desired button, then press the same button again. The display will be on hold mode when the button is released, indicated by the dot on the right-hand side. While the display is in hold mode, it will recheck the level once per second so the user can watch the level change while the tank is filled or drained. The display will automatically shut off after 5 minutes in hold mode. To end the hold mode before the 5 minutes is up, press any tank button, and the display will shut off. By pushing two buttons at once, the diagnostic functions can be accessed.

Viewing Battery Voltage

Press the BATT button and release it; the display will show the battery voltage on the LED display. The display will shut down after about 5 seconds if no other button is pressed. The 5-second time-out will restart every time a button is pressed.

There is no hold mode for the battery voltage. However, if the BATT button is held down, the display continuously rechecks the voltage and shows the updated value. The reading may flicker back and forth between two values.

Electrical System Overview

While the World Traveler is factory-equipped to operate on 230V/16A service, the installed converter/charger is capable of operating with a wide range of AC voltages and frequencies with the proper electrical service modifications. The charger itself does not need to be replaced when switching regions of operation. Contact your Airstream dealer for required modifications, which may, depending on the region, include items such as replacing breakers and the male end of the power cord. For more information, [see Converter/Charger on page 5-9](#).

The electrical system in your Airstream consists of two primary power sources: a 230-volt AC (alternating current) system and a 12-volt DC (direct current) system. The following information explains these systems, their components, and how they operate.

230-Volt AC System

The term 230-Volt AC (230V AC) refers to the type of electrical service your trailer receives when connected to an external power source, such as mains electricity from a campground pedestal, residential outlet, or generator.

The 230V AC system supplies power to high-demand appliances such as the air conditioner and combination heater/ water heater or microwave (if installed), along with standard household-style outlets for plug-in items like entertainment devices and small kitchen appliances. Additionally, it powers the converter/ charger, which converts 230V AC power into 12V DC to supply the 12V system and charge the batteries.

Mains or Generator Power

The trailer's 230V AC system is energized when connected to a compatible external power source—either mains power from a campground or home outlet, or from a generator. To establish a proper connection, [see Mains Electrical Service on page 6-7](#).

Once connected, incoming mains power is routed to the 230V AC distribution panel, where several breakers provide circuit load protection, and power is distributed to each appliance or receptacle.

Power will be available to all onboard systems when a mains connection is established. However, the ability to run multiple items simultaneously depends on the available amperage. A 16A, 230V mains connection (common campground service) allows more flexibility and more devices to run simultaneously than a residential type service connection. When using a generator, power output is limited to the generator's rated capacity.

The input supply is limited to 16amps by the connectors used on the mains hook-up cable. In addition, if a hook-up adapter lead is used, this may reduce the rating further to the rating of the fuse in the plug used – 13amps in the UK.

Regardless of the type of connection, drawing more power than the available service can supply, such as running multiple high-demand loads at once, can exceed capacity and trip a breaker. If you experience a loss of power, check the circuit breakers inside your trailer, as well as the breaker at the power source, and reduce the load if necessary. For detailed information, [see 230V AC Breaker Panel – Power Centre on page 5-10](#).

If you are planning an extended stay, it's advisable to keep your trailer connected to mains power if possible. Staying connected to mains ensures a continuous supply of electricity for your appliances, lighting, and other onboard systems while also keeping the battery bank charged. Doing so reduces reliance on limited battery power and alternative sources, such as generators or solar, especially during periods of higher energy consumption.

230V AC Outlets

Your Airstream is fitted with 230V outlets (receptacles) both inside and outside for connecting a variety of household electrical devices. These receptacles require a connection to an external mains supply to operate.

12-Volt DC System

The term 12-Volt DC (12V DC) refers to the type of low-voltage electrical service your trailer uses to power essential systems and is typically supplied by the onboard battery bank. This power is also maintained by the converter/charger when connected to an external mains supply. Many vital components—such as interior lighting, the water pump, vent fans, the LP gas detector, the refrigerator, and control circuits for some appliances—rely on 12V DC power to operate.

The converter only provides 12V output when the trailer is connected to an external AC supply. When disconnected, the 12V system receives power from the batteries; [see Converter/Charger on page 5-9](#). When operating on battery power alone, 230V AC components, such as the air conditioner, microwave (if installed), and standard outlets, will not function.

Battery Power

The trailer's 12V batteries will be supplied by your local dealer and located under either the roadside or kerbside bed. The battery or batteries supply power to the trailer's 12V DC electrical system when mains power is not available; [see Batteries on page 5-12](#). Also, [see Battery Monitoring and Charging on page 5-14](#). To operate the trailer's 12V system solely on battery power, the battery disconnect switch must be in the ON position; [see Battery Disconnect Switch on page 5-12](#).

The more demand you place on the batteries by using 12V system components, the faster the batteries will discharge. Drawing more power increases current flow, which reduces the battery's operating time.

Battery capacity is measured in amp-hours (AH), which indicates how much electric current a battery can provide over time. For example, a 100 AH battery can deliver 1 amp for 100 hours or 10 amps for 10 hours.

To approximate how much battery power you're using, multiply the current (amps) your device draws by the number of hours it runs: Amps (A) × Hours (H) = Amp-Hours (AH). For example, if a device uses 5 amps and runs for 4 hours, it will use about 20 amp-hours of battery power (5 A × 4 H = 20 AH).

NOTICE

Battery damage may occur if the converter/charger is not properly configured with the appropriate charging profile; [see Converter/Charger on page 5-9](#).

Converter/Charger

When connected to an external AC power source (mains or generator), the charger—located in the base of the wardrobe behind the AC breaker panel—converts AC input to 12V DC output. This output powers 12V DC circuits and charges the battery bank. If the battery voltage is low, the charger continues to power DC loads while recharging the batteries. The charger uses an adaptive 5-step charging algorithm to optimise battery performance and long-term maintenance. It functions automatically and requires no user interaction beyond the charge profile setup performed by the installer.

The charging profile has been pre-set to a lithium charging profile at the Airstream factory; [see Lithium Batteries on page 5-13](#).

The installer must configure the Victron shunt to the fitted battery capacity, using the Victron App.

NOTICE

Battery damage may occur if the converter/charger is not properly configured with the appropriate charging profile.



For additional details, refer to the charger manufacturer's instructions, which explain the front-panel LED indicators and how to select or adjust profiles. The manual is included in your owner's packet or can be accessed on the manufacturer's website by scanning the QR code to visit <https://www.victronenergy.com>.

If the charger is not powering the 12V system, first confirm that an external AC source is connected and providing stable power. If external AC power is present, check the circuit breakers in the distribution panel; [see 230V AC Breaker Panel – Power Centre on page 5-10](#).

The converter/charger installed in your Airstream is designed for flexibility and can operate on a range of AC supply voltages. From the factory, the World Traveler is configured for 230V/16A power, and with minimal modifications, it can support usage in many other countries. The charger itself does not need to be replaced when switching regions. Contact your Airstream dealer to discuss required modifications. For more information about charging, [see Battery Monitoring and Charging on page 5-14](#).

Power Distribution

The trailer's primary electrical power distribution is managed by two service panels: the 230V AC Panel – Power Centre (shown on the right) and the 12V DC Panel (shown on the left), along with a 12V front-end board (not shown). Each component is described in the following paragraphs.



⚠ WARNING

The power centre is a centralised power switching and distribution centre. The potential for lethal electrical shock is present in this box. Inadvertent shorts at this box could result in damage and/or injury. All servicing of this box should be done by a qualified Service Technician.

⚠ WARNING

Disconnect or de-energise all mains power sources, including mains, generator, battery, and solar, before servicing any electrical system components.

230V AC Breaker Panel – Power Centre

Incoming mains power is routed to the 230V AC Panel, where circuit breakers protect each circuit against overload or short-circuit conditions. Each breaker is clearly labelled for easy identification. To access the breakers, press the spring-loaded door at the bottom of the panel. The breakers in this panel are factory-installed and comply with applicable European standards and approvals for caravan electrical installations.

Circuit Breaker Protection

Appropriately rated miniature circuit breakers (MCBs) provide protection for all 230V AC circuits in the trailer. Like a light switch, the breaker's up position is ON, and down is OFF. If an overload or short-circuit occurs, the breaker will switch to the OFF position to protect the connected circuit. Any equipment powered by the circuit will lose power. Before resetting a breaker, ensure that the cause of the fault has been addressed. If an appliance is faulty or draws more current than the circuit is rated for, turn it off before resetting the breaker.

To reset a breaker, ensure the trailer is connected to mains power. Firmly move the breaker to the OFF position and then back to ON. If the breaker immediately trips back to OFF, a fault still exists and should be addressed by a qualified service technician. Similarly, if the breaker remains ON but trips when a particular appliance is switched on, this suggests a fault with that appliance requiring professional service.

Residual Current Device (RCBO / RCD)

Identified by its test button, the Residual Current Breaker with Overcurrent Protection (RCBO / RCD) combines protection against earth leakage and overcurrent to ensure user safety. The RCD will trip (switch off) if the current flowing in the live conductor does not fully return via the neutral conductor, for example, if some current flows through a person to earth or through a faulty appliance.

The RCD should be tested each time the trailer is connected to mains power. Press the TEST button on the RCD; the device should trip to the OFF position, cutting power to the circuit. To restore power, move the switch back to ON. If the RCD does not trip when tested, or cannot be reset, contact a qualified service technician immediately.

While the RCD provides a high level of protection, electricity can still be hazardous if handled carelessly.

⚠ WARNING

The RCD will not protect against shocks if a live conductor comes into contact with another live conductor or neutral. RCD protection applies only to the circuits to which it is connected.

NOTICE

All RCDs in the trailer incorporate an auto-self-test function. Manual testing using the TEST button is recommended every time the trailer is connected to mains power.

12V DC Fuse Panel and Blown-Fuse Indicator

The 12V DC Panel houses fuses for the trailer's 12V circuits. To access the fuses, lift the cover plate at the bottom recess. Some individual circuits may also have in-line fuses located near the device they supply. If a 12V appliance or light does not operate, inspect the fuses.

The panel includes blown-fuse indicator LEDs to help identify a failed fuse. An LED will only illuminate if the affected circuit is closed and carrying a load. For example, if a light bulb is burned out or its switch is turned off (open circuit), the LED will not illuminate even if the fuse is blown.

NOTICE

Always replace a blown fuse with one of the same type and amperage rating. Some fuses will require a qualified technician to access and replace. Contact your dealer or Airstream Service Centre.

12V Front-End Board

In addition to the 230V AC and 12V DC panels described in this section, the 12V front-end board is located at the front roadside corner of the trailer, under the dinette, behind a vented panel. This board houses the solar charge controller (if solar-equipped), a fuse for the solar port, and a set of Type II auto-reset breakers that provide circuit protection for 12V connections at the front of the trailer, including the trailer brakes, vehicle charge line, batteries, and the solar charge controller.

Electrical System Operation

Battery Disconnect Switch



The battery disconnect switch separates the batteries from the 12V distribution panel and converter charging system. To power the trailer's 12V system from the batteries, the switch must be in the ON position. Regardless of the switch position, the batteries will still receive a charge from a mains connection, the tow car while driving, and, if equipped, from the solar panels whenever sunlight is available.

The OFF position is primarily used during trailer storage or extended periods of non-use to minimise battery drain. With the switch OFF, the batteries are electrically isolated from the trailer's 12V circuits and the converter, preventing discharge from the trailer's 12V system.

Batteries

The following sections relate to Lithium battery type only. The Airstream World Traveler must be fitted with a Lithium battery, because the converter is preset to lithium charging profile and the batteries are positioned internally and not in a vented box. For detailed specifications, maintenance, and safety information related to dealer-installed batteries, please consult the manufacturer's documentation for the specific batteries selected for your Airstream.

⚠ WARNING

The only battery type that can be installed in your Airstream are Lithium.

⚠ WARNING

Before removing the batteries, verify that mains power is not connected. The risk of electrical shock may be present.

⚠ WARNING

Be sure to reconnect the battery cable terminals to the correct battery posts. Failure to do so could damage the battery and connected systems and potentially cause injury.

⚠ WARNING

Before use, review all safety information, including Notes, Cautions, and Warnings, provided by the battery manufacturer.

NOTICE

The converter/charger profile is set to a lithium battery profile when it leaves the factory. It must be properly configured for the type of batteries installed. Battery damage may occur if the converter/charger is not properly configured with the appropriate charging profile.

Lithium Batteries

 Your Airstream will be equipped with Lithium batteries by your local dealer. Please read the  battery supplier's literature before operating the system for important warnings, operating limits, storage, and maintenance instructions. For more information, scan the QR code above or visit <https://battlebornbatteries.com/>.

Lithium-ion batteries outperform traditional lead-acid batteries and offer more usable energy. They have a lifespan of approximately 3,000–5,000 cycles. A discharge followed by a recharge counts as one cycle. The number of cycles a lithium battery can sustain depends on usage: a battery that is only discharged to 50 % will have more cycles than one repeatedly discharged to 0 %. Lithium batteries require no active maintenance. They also provide more energy at typically half the weight of a traditional battery.

Battery Management System (BMS)

The BMS is an internal component of the batteries and is crucial to ensuring safe operation. The BMS monitors cell voltages, currents, and temperatures to ensure they operate in a safe range and will shut the batteries down should any faults occur. The following are features of the BMS:

- Over/under voltage protection
- High current protection/short circuit
- High-temperature protection
- Low-temperature charging protection
- Cell balancing

High Voltage Disconnect

If an individual cell voltage exceeds a prescribed threshold during charging (approx. 14.7V), the BMS will prevent a charge current from continuing. Discharge is always allowed under this condition.

NOTICE

Even though the BMS will protect against issues from overcharging, it should be avoided. The recommended specs are 14.2-14.6V bulk/absorb and below 13.8V float.

NOTE

If the battery has not been balanced for a long period, a high voltage disconnect could occur at a lower voltage. The battery will rebalance after several full charges.

Low-Voltage Disconnect

If an individual cell falls below a prescribed threshold during discharge (approx. 10.5V), the BMS will prevent further discharge. Should this occur, connect to external power using the mains power cord to bring the battery out of the low-voltage disconnect and fully charge the battery. Also, see [Battery Monitoring - with SmartShunt on page 5-14](#).

Bringing a battery out of low-voltage disconnect only “wakes” the battery and allows it to accept a charge. Without shore or generator power, the battery may go back into low-voltage disconnect.

NOTICE

The manufacturer states you should charge (wake) your battery within 24 hours of entering low-voltage disconnect; otherwise, you risk damaging the battery and voiding the warranty.

NOTICE

If the battery is in low-voltage disconnect mode and the battery temperature is below 2 °C (35 °F), the heat function will require some time to warm the battery before performing the wake-up procedure.

Battery Heaters/Cold Weather Usage

Lithium-ion batteries may not charge effectively if the internal temperature drops below 2 °C (35 °F).

Battery Monitoring and Charging

Your Airstream's batteries are charged primarily through mains power or the tow car, and if equipped, the solar charging system helps maintain battery charge when those sources are unavailable. This section explains how battery charge status is monitored and how each charging method operates.

NOTICE

Avoid letting the battery get too low in charge, and never store a battery without fully charging it first. Keep your battery in a cool and dry place with plenty of ventilation, and remember to recharge as directed by the battery manufacturer.

NOTE

A battery will self-discharge 1–3% per month at 27 °C (80 °F). Depending on environmental conditions, this discharge rate may increase.

Battery Monitoring - with SmartShunt

 Airstreams equipped with lithium batteries include a SmartShunt. The SmartShunt connects via Bluetooth® to the VictronConnect app on your smartphone or tablet to conveniently display all monitored battery parameters, such as state of charge, time remaining, and historical data. To learn more and download the app, scan the QR code above, click one of the icons below, or visit <https://www.victronenergy.com> and click on downloads.

Use the Bluetooth PIN provided inside the Distribution Power Center to sign up.



Battery Monitoring - without SmartShunt

Battery voltage can be checked on the Monitor Panel, [see Viewing Battery Voltage on page 5-7](#). To help interpret what the voltage indicates in terms of available battery power, consult your battery manufacturer's documentation. To understand how battery capacity and power usage affect available operating time, [see Battery Power on page 5-9](#).

Mains Connection Charging

Plug the cordset into an external AC power supply. Verify the cordset's LED indicator is illuminated and plug the other end into the trailer's roadside SmartPlug inlet. For more information, [see Mains Power Inlet and Cordset on page 6-7](#).

When the trailer is plugged into an external AC power source, the 12-volt distribution panel receives power from the converter, and the batteries are charged through the converter charging system. Charge will flow to the batteries regardless of the battery disconnect switch position.

The amount of time required to charge the batteries depends on several factors, including available mains power amperage, the state of charge of the batteries, the efficiency of the onboard charger, ambient temperature, and any power usage during charging. Higher amperage mains connections (such as 16A service) allow faster shore charging, while lower amperage connections will extend charge times.

Tow Car-Supplied Charging

Your Airstream's batteries can be replenished, depending on the tow car, from the tow car alternator via the 13-pin ISO connector. Charge will flow to the batteries regardless of the battery disconnect switch position.

Solar Power Charging



If equipped, the rooftop solar panels on your Airstream help maintain battery health, reduce operating costs, and extend overall battery life. The system's charge controller collects energy from the panels and directs it to the

battery bank. The controller display provides live status information, such as solar input in watts and battery voltage. Charge will flow to the batteries regardless of the battery disconnect switch position.

For solar wiring and component locations, [see 12-Volt Main Schematic on page 8-19](#) and [see 12V Front-End Board on page 5-11](#).

To optimise solar charging, ensure the panels are clean and not shaded or blocked from the sun. Please refer to your owner's packet for reference material discussing the solar system and its operation.

The charge controller is configured for a three-step charging process:

1. Bulk - The controller delivers as much charge current as possible.
2. Absorption - The controller switches to a constant voltage mode.
3. Float - Voltage is applied a fully charged state.

Airstreams manufactured without the solar option have been pre-wired to support solar panels. These units will have a 3-port rooftop-mounted plug-in that allows installing rooftop solar panels without running wires.

In addition, a quick plug-in port suitable for a portable solar charging kit is located roadside, under the trailer near the front. Portable solar panel kits must include a solar controller that is set to the profile of the battery installed in your Airstream and cannot have an output of more than 30 amps. The solar port is fused at 30 amps; [see 12V Front-End Board on page 5-11](#)

NOTICE

Do not unlock or tamper with the MPPT Control system settings. Changes to the settings will negatively affect the system's performance and could damage your batteries.

NOTE

If battery voltage falls below 11.5V, solar charging may not be effective; the batteries should be charged by other means.

Entertainment Systems

Your Airstream is equipped with a Bluetooth® enabled Smart TV and a Bluetooth pairing hub to play sound from a connected device. This setup lets you play TV audio through the sound system and pair the TV with Bluetooth-enabled headphones or a portable speaker.

Smart TV

Please refer to the TV manual in your owner's packet for additional details. Some TV's also have manuals available through the on-screen menu.

To pair the desired Bluetooth audio component (stereo/headphones/portable speaker) with your Airstream's TV, place the audio component into pairing mode. Then, enter the TV's settings menu and follow the prompts to select the desired Bluetooth device from the device list.

Blu-ray/DVD players and streaming devices can be connected to the TV via an HDMI connection on the back of the TV. Internet access is required for streaming devices; [see Pre-wire TV Antenna on page 5-16](#).

Bluetooth Pairing Hub



The JBL unit, mounted at the entrance, lets you stream and control audio from a connected device, such as the onboard TV or your smartphone, via Bluetooth.

Bluetooth: Power on the JBL head unit and press the Bluetooth button. On your device, select "JBL" or a similar name from the pairing list.

USB: The unit also has a USB-C port for direct device connection. Power on the head unit and plug your device into the USB-C port on the front. The unit will automatically switch to USB mode and start playback. Disconnect the USB to allow Bluetooth connection.

Pre-wire TV Antenna

Your Airstream comes pre-wired with harnesses that run from the interior to a rooftop cap, where a TV antenna can be mounted.

The TV antenna pre-wire runs from the roof mounted cap to the interior at the TV wall mount.

Appliances

Appliance Manufacturer's Manuals

The appliances installed in your Airstream typically include manuals provided by their respective manufacturers, which are often found in your owner's packet. If a manual didn't come with the appliance, the Certified Performance Checkout sheet in your owner's packet lists the manufacturer, model, and serial number for each appliance.

⚠ WARNING

Always read and follow each appliance manufacturer's instructions before use. Their manuals include critical safety information and guidance on proper use and maintenance.

The information contained in the appliance manuals supersedes any information contained in the Airstream Owner's Manual content on appliances. If you believe contradictory information on appliances is contained in this manual, or if any appliance manuals have not been provided with your Airstream, contact your dealer, the respective appliance manufacturer, or Airstream Customer Service at 937-596-6111 or email: support@airstream.com.

⚠ DANGER

Shut OFF the LPG supply while travelling and ensure it is OFF before entering a refuelling station. LPG appliances in trailers often vent to the exterior. When parked near a fuel pump, petrol fumes can enter these vents and ignite from an open burner flame, CAUSING A FIRE OR AN EXPLOSION.

⚠ DANGER

Never operate the furnace/water heater in an enclosed or partially enclosed area, such as a garage, where exhaust fumes can accumulate and create a hazardous condition.

⚠ WARNING

Do not store items inside appliance compartments under the bed. Never block safety vents; see [Ventilation on page 2-3](#). Keep flammable materials away from appliances and vents.

Appliance Maintenance

Follow the instructions and warnings noted in the respective appliance and equipment owner's manuals, as well as those mentioned below.

Annual maintenance should be conducted on propane gas appliances and equipment by an authorised dealer or repair facility.

Insects can build nests in the burners of various appliances and equipment. The burner and burner orifice of the propane gas appliances and equipment should be cleaned out by an authorised dealer or repair facility anytime circumstances or conditions warrant, but no less than on an annual basis.

Air Conditioner

Your Airstream features a floor-mounted air conditioner with an integrated heat pump, located curbside under the bed. It can provide both heating and cooling. Refer to the manufacturer's owner's manual in your owner's packet for complete operating and maintenance instructions.

The integrated heat pump can provide supplemental heating when outdoor temperatures are mild. It uses the same ducting routed through the galley as the air conditioner to transfer heat, helping maintain a comfortable interior temperature without relying solely on the LP gas furnace.

Proper voltage is essential for air conditioner performance. Low voltage is often found in older or poorly maintained parks. To minimise voltage drop, position the trailer close to the outlet near the fuse or circuit breaker box, and avoid using extension cords or adapters if possible. If an extension cord is necessary, use the shortest and heaviest gauge available.

For best performance in hot weather, park in a shaded location if available and start the air conditioner early in the day. It is easier to maintain a comfortable interior temperature than to cool the trailer once it has become hot.

NOTICE

Avoid operating the air conditioner with vents blocked or closed. Restricted airflow can cause the unit to freeze up and may lead to damage. The manufacturer recommends keeping the vents open during operation to ensure proper airflow.

Thermostat



Please refer to the thermostat manufacturer's manual for operating instructions and to troubleshoot onboard diagnostic fault codes. The manual can be found in your owner's packet or on the manufacturer's website by scanning the QR code to visit <https://coleman-mach.com/> where you can navigate to product support for your thermostat.

Air Conditioner Baffles and Return Filter

The intake and exhaust baffles for the unit protrude from the underside of the trailer (rear kerbside). The intake draws in outside air across the heat exchanger, and the exhaust discharges it. These openings must remain free of obstructions to maintain proper airflow and should be inspected and cleaned periodically.

Inside the trailer, there is a metal vent grille set into the kerbside bed plinth, which is the fresh air return to the bench AC/ heat pump. This must be kept unobstructed, so do not store items in this area.

At the front of the bench AC/ heat pump unit, there is a return air filter that should be kept clean to ensure proper airflow. Always turn off the air conditioner before servicing the filter. To access it, lift the bed using the strap and locate the filter on the side of the unit, where it is held in place by the A/C housing. Insert your fingers into the side recesses and pull the filter straight out.

Vacuum the filter screen to remove dust buildup. If further cleaning is required, wash the screen gently in warm water with a mild detergent, then allow it to air-dry completely before reinstalling. Do not wash the filter in a dishwasher or use chemical cleaners. Contact your dealer or Airstream directly if you need a replacement filter.

Drain Tube

Next to the intake and exhaust baffles on the underside of the trailer is the air conditioner drain tube. It requires no regular maintenance, but you should ensure it remains free of debris or blockage. The drain tube can be inspected whenever you are checking the baffles.

NOTICE

The intake and exhaust baffles, drain tube, and return air filter, must remain clear at all times for the A/C unit to function properly. At the start of each stay and every 1–2 weeks during frequent use, inspect the return air filter and periodically inspect the intake and exhaust openings on the underside of the trailer and clean as necessary.

Combination Furnace and Water Heater

Your Airstream features a Truma Combi combination furnace and water heater, located roadside under the bed. It is operated through the CP Plus control panel. The following is only a brief overview of the system's features. Refer to the manufacturer's manuals in your owner's packet for operating, troubleshooting, and maintenance instructions. Also, [see Water Heater Maintenance and Winterising on page 8-17](#).

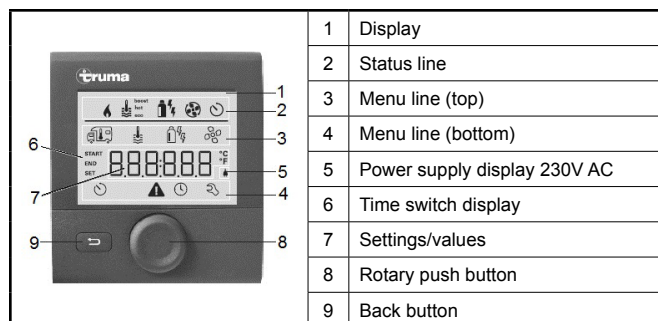
⚠ DANGER

Shut OFF the LPG supply while travelling and ensure it is OFF before entering a refuelling station. The furnace/water heater vents to the exterior. When parked near a fuel pump, petrol fumes can enter vents and ignite from a burner flame, CAUSING A FIRE OR AN EXPLOSION.

⚠ DANGER

Never operate the furnace/water heater in an enclosed or partially enclosed area, such as a garage, where exhaust fumes can accumulate and create a hazardous condition.

Truma Combi CP Plus Control Panel



The furnace and water heater can be used independently, allowing the water heater to operate without running the furnace, for example, during warm weather. Similarly, the furnace can be operated alone without water in the system.

⚠ WARNING

The furnace/water heater manufacturer's manual contains critical safety information that must be reviewed prior to use. Carefully read all instructions before operating or servicing.

The Truma system can operate on LP gas, electric, or a combination of both, depending on the selected modes.

NOTE

For all features to function - ensure the LP gas supply is turned on at the tanks, the battery disconnect switch is on, the water heater inlet and outlet valves are open, and the bypass valve is closed.

Heating mode: The furnace automatically selects the proper operating level based on the difference between the desired temperature set at the control panel and the current room temperature. If there is any water in the water container, it will be heated automatically. The water temperature will not be regulated, but it will reach a maximum of 72 °C (162 °F)

⚠ WARNING

Scalding injuries caused by hot water! Water temperatures over 52 °C (127 °F) can cause severe burns or scalding and, in extreme cases, even death. Water in the hot water container can reach a temperature as high as 72 °C (162 °F) during operation. If there is a malfunction, the water can reach 96 °C (205 °F).

Hot water mode: (only if the water container contains water). Hot water mode is ideal if only hot water is required. The lowest burner setting suffices for heating water. In hot water mode, the burner will switch off as soon as the water reaches the temperature selected in the CP plus control panel.

⚠ WARNING

NEVER store flammable material in close proximity to the exhaust outlet on the side of the trailer or near the furnace/water heater unit inside the trailer. Hot exhaust system components can cause burns if touched, even briefly.

NOTICE

The furnace/water heater does not feature a freeze-protection function. The water container must be drained if the trailer will not be used whenever there is a risk of freezing.

NOTICE

The furnace/water heater manufacturer does not recommend blowing air through the water heater or adding antifreeze to the water heater.

Ceiling Vent Fans



Review the vent fan manufacturer's instructions in your owner's packet before operating, cleaning, or servicing. Follow the labeling on the fan(s) to unlock, open, and change fan settings as desired. Certain vent fan models have a built-in safety switch that will not allow the motor to operate unless the dome is open approximately 7.6 cm (3 in) or more. Additionally, some vent fan models feature a rain sensor. When the sensor gets wet, the dome will close.

The high-volume ceiling vent exhausts stale, hot air and draws in fresh, clean air. To maximise airflow, close all other vents and open the window or door furthest from the vent fan.

NOTICE

For models with a locking knob, it may be necessary to slightly rotate the knob to properly align it to the lock. Do not use excessive force when operating the locking knob.

Cleaning Instructions

⚠ CAUTION

Never operate the fan with the screen removed and always disconnect power before cleaning or servicing.

To clean the screen, turn the fan motor and battery disconnect switch OFF. The screen may be friction held or have retainer clips that need turned halfway to remove. Remove the screen and clean with a mild soap and water solution. Carefully pat dry with a soft cloth and reinstall.

NOTICE

The use of certain cleaners can cause cracking and product failure. Review the vent fan manufacturer's cleaning instructions before cleaning or servicing the fan.

Refrigerator

Your Airstream is equipped with a 12V refrigerator that requires the battery disconnect switch to be turned on to operate. Basic operating and care information is outlined below. Refer to the refrigerator manufacturer's manual in your owner's packet (which may be located inside the refrigerator) for operating instructions.

Operation

In some refrigerators, the thermostat control is behind one of the drawers. For typical use, set the thermostat control near the mid-range setting and allow the refrigerator time to cool before making further adjustments or adding refrigerated goods. Adding pre-cooled items can help maintain stable temperatures. To turn the refrigerator off, set the control to the minimum/off position (in some refrigerators, this is reached by turning a control knob past a detent).

Defrost and Cleaning

It will be necessary to defrost the refrigerator when frost starts to build up (about a 3 mm layer). When defrosting, the unit is shut off by setting the control to the minimum/off position.

Leave the door open with the refrigerator off. Placing a towel at the bottom of the refrigerator and on the floor in front of the unit can help catch excess moisture and runoff.

With the refrigerator defrosted, the shelves can be removed, and the interior can be cleaned with a non-abrasive cleaner such as a mixture of either baking soda or vinegar in lukewarm water. To prevent mould formation and unpleasant odours, keep the appliance off with the battery disconnect switch turned off and ensure the door remains open.

⚠ CAUTION

Speeding up the defrost process with a knife or scraper is strongly discouraged due to the likelihood of rupturing the refrigerant circuit.

Drawer-Style Refrigerator (Optional)

The battery disconnect switch must be on to operate the drawer-style refrigerator. If equipped, the drawer-style refrigerator is located at the base of the dinette near the entry door. Refer to the refrigerator manufacturer's manual in your owner's packet (may be located inside the refrigerator) for operating instructions.

The drawer-style refrigerator has selectable modes for higher cooling performance and for reduced power consumption. It also has limited control features available through Bluetooth connectivity.

The unit also features a battery protection setting, which helps manage power draw when operating on battery. If you are using this function it is recommended you only store non-perishables such as beverages to prevent unintended spoilage.

For cleaning, turn the unit off and refer to the defrost and cleaning steps for the standard refrigerator in this section.

Cooker Hob (Cooktop)

There is little difference between the operation of home gas ranges and the trailer's cooker hob. If, however, you are used to an electric range, operating confidence can be quickly gained by reading the manufacturer's instructions provided in the owner's packet. Manufacturer's service and parts manuals are also available.

WARNING

An operation manual for the cooker hob has been provided with your owner's packet. If this has not been provided with your trailer, contact the listed manufacturer to obtain it. Their manual contains specialised warnings and cautions that should be reviewed prior to operating the appliance.

NOTES

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

AIRSTREAM®

Section 6 EXTERIOR

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Exterior Features and Care

 Airstream Supply Company is your trusted source for Airstream-approved cleaners, sealants, and other care products and supplies needed to properly maintain your Airstream's exterior. Scan this QR code to visit and explore our recommended assortment of caravan care products and much more at airstreamsupplycompany.com.

Exterior Skin

We recommend the trailer be washed about every four weeks and waxed with Walbernize Super Seal, or high quality clearcoat-safe wax, in the spring and autumn. In coastal and industrial areas, cleaning and waxing should be done more frequently. When travelling through winter weather, all road treatment chemicals should be removed immediately.

NOTICE

Abrasive polishes or cleaning solvents such as automatic dishwasher or acid etch cleaners are too strong and should never be used. Rinse all grit from surface prior to washing. Use soft rags or wash mitts, always moving lengthwise with the grain of the trailer (washing or polishing). Never rub hard on the coating. Even the softest rag will damage the coating if excessive pressure is applied.

NOTICE

Always clean your trailer in the shade or on a cloudy day when the aluminium skin is cool.

Oil, grease, dust, and dirt may be removed by washing with any mild non-abrasive soap or detergent. Cleaning should be followed by a thorough clean water rinse. Drying the unit with a chamois or a soft cloth may prevent spots and streaks.

After cleaning and drying, a good grade of non-abrasive automotive paste or liquid wax will increase the life of the finish, especially in coastal areas where the finish is exposed to salt air or in polluted industrial areas. It will also protect the shell from minor scratches and make subsequent cleaning easier.

It is important to remove substances such as sap, gum, resin, and asphalt as soon as possible by washing and waxing. Sunlight and time will bake-harden these materials, making them almost impossible to remove without heavy buffing. If asphalt remains on the trailer after washing, use a small amount of kerosene on a rag and wipe the spots individually, being careful not to scratch the finish.

If a substance is found on the coating that cannot be removed by normal washing procedures, Airstream recommends using DX 330 Acryli-Clean, made by PPG Industries. Follow all directions and warnings on the product container.

Acryli-Clean should be used by trained personnel only, using the proper equipment under controlled conditions. Use the Acryli-Clean as sparingly as possible to remove glue, tar, and other similar substance.

Wash the exposed galvanised steel drawbars and other exposed parts at the front of the trailer periodically, particularly after driving on roads in winter, to remove salt and dirt.

It is recommended that the caulking and sealant used in external seams and joints, such as end-shell segments and around window frames, light bezels, beltline and rub rail moulding, etc., be checked once a year. If this material has dried out and become cracked or checked, or if a portion has fallen out, it should be replaced with fresh material to prevent possible rain leaks. Caulking and sealing products are available from your Airstream dealer.

Front-End Protection

The front lower corner segments of your World Traveler are covered with a 3M protective film that helps guard the aluminium surface against minor road debris and abrasions. Normal exterior skin care can be applied to these areas, but avoid high-pressure washers or abrasive tools that could damage the film. The material can be replaced if damaged.

Acrylic Window Care

Window Cleaning

Use only a mild soap-and-water solution or a cleaner specifically formulated for acrylic windows. Always read the product label to confirm it is safe for use on acrylic and test the cleaner in a small, inconspicuous area before full application.

NOTICE

The World Traveler's windows are made of acrylic and require special care when cleaning. Common household or automotive glass cleaners often contain ammonia, alcohol, or other solvents that can damage the acrylic surface. Do not use abrasive cleaners, as they will scratch or otherwise damage the acrylic.

Use only high-quality microfiber cloths, and ensure they are clean and free of debris or grit before use, as these can scratch the acrylic surface. If using a soap-and-water mixture, lightly apply it with a spray bottle and wipe gently with a clean microfiber cloth; avoid scrubbing. For stubborn spots, allow the solution to sit for a minute before wiping. Lightly mist with distilled water to remove any soap residue, then dry gently with a clean microfiber cloth. Clean the windows regularly to prevent the buildup of dirt and grime that can cause scratching during cleaning. Avoid cleaning in direct sunlight (cleaner dries quickly, leaving streaks). In winter, ensure windows are fully dry before closing (prevents seals freeze-cracking).

Cleaning and Treating Window Seals

Clean the window seals with a damp cloth and mild detergent every 1-2 months under normal use; monthly in dusty/coastal areas (over-cleaning accelerates seal aging). Do not use solvents or harsh cleaning chemicals, as they can damage the seals or acrylic window if contact is made (see window care above).

After cleaning, apply a water-based silicone protectant (e.g., 3M Silicone Lubricant), gently spread evenly with a finger. The silicon helps prevent the seals from hardening and cracking, and enhances the seal. Avoid petroleum-based lubricants which can corrode the rubber.

Failure to properly clean and treat the window seals may cause the windows to stick to the jamb. If a window becomes severely stuck, it should be released only by a qualified technician trained in the procedure. For more info, [see Sticking Windows on page 8-18](#).

⚠ WARNING

Do not force, pry, or apply excessive pressure when opening the window. Ignoring this warning could cause the window to break and may result in personal injury.

NOTICE

To prevent heat buildup between the blinds and interior window panes, do not close the blinds more than two-thirds during hot, sunny conditions or when the trailer is not in use.

Emergency Escape Window(s)

Emergency escape window(s) are identified by red release handles. To open, unlatch all four handles and push the window outward to provide clearance for exit. For more information; [see Fire Escape - Window Operation on page 2-8](#).

Step



To extend the step, grasp the front edge with both hands and pull out and down until it locks into place. Before travel, retract the step by lifting up and pushing it back into the fully stowed position shown above.

The step light is controlled by a switch on the wall inside the entry door. The battery disconnect switch must be ON for the light to function.

⚠ WARNING

Never enter the trailer without lowering the steps. Always check that the steps are down before stepping out of the trailer. Once the steps are lowered, press down on them to make sure they are secured. Never travel with step lowered or extended.

Aluminium Wheels

The aluminium wheels and axle end cover come treated with a clear-coating. Keep them looking good by washing with soap and water. Do not use abrasive cleaners or polishes on coated aluminium wheels.

Main Door



The orientation of the latch assembly shown above may be inverted on your trailer, depending on the direction the door opens.

⚠ WARNING

BEFORE TOWING

The door handle and deadbolt must both be locked from the exterior using the keys. Never lock them before shutting the door. Failure to fully lock both the handle and deadbolt using the keys in the manner described as follows may result in the door vibrating open during travel.

Close and lock the door from the exterior using the keys in the following order:

1. **DOOR HANDLE:** Insert the ROUND KEY and rotate it counterclockwise until it stops and an audible CLICK is heard; rotate the key back approximately 1/4-turn to the vertical position to remove it.
2. **DEADBOLT:** Insert the SQUARE KEY and rotate it counterclockwise until it stops and an audible CLICK is heard; rotate the key back approximately 1/4-turn to the vertical position to remove it.

Pull on the handle to verify the door is secured.

⚠ WARNING

Never transport passengers inside a trailer. Towing a trailer with passengers inside is unsafe and could result in death or serious injury.

NOTICE

To avoid damaging the door jamb and latch assembly, ensure the deadbolt is retracted before closing the door.

The main door has a hold-back that secures it to the side of the trailer when the screen door is in use. To use the hold-back, gently push the door into the spring-operated slide to latch it; slide the hold-back to release.

For lubrication and out-of-adjustment issues, [see Doors on page 8-18](#).

Screen Door

The screen door is secured to the main door by a slide bolt-type latch. It can be operated independently by releasing the slide bolt and swinging the screen door away from the main door.

NOTICE

To avoid damage, always reattach the screen door to the main door before closing the main door.

Awning



Follow the awning manufacturer's instructions in your owner's packet to set up your awning correctly, as shown above. As depicted, raise the rafter arm and hook it to the awning's roller shaft. Never hook the rafter arm to the spring-loaded snap stud of the main arm, as it may cause damage.

The awning's primary function is sun protection. Roll up your awning in case of heavy rain, wind, or snow. To prevent water buildup on the awning (during light rain), position one side lower than the other to create enough slope for adequate water runoff.

Clear tape is placed between the exterior skin and the awning fabric to prevent the awning fabric from rubbing on the coating, thus wearing through it. Inspect the tape every year or after a long trip. Have it replaced if it begins to wear thin.

NOTICE

The effects of wind and rain on any awning are unpredictable. If wind or extended periods of rain are expected, roll up the awning and secure in travelling position. Severe damage to the trailer and/or the awning may result and cannot be covered by warranty.

Mains Water Service

Gravity Water Fill

The gravity water fill is located on the side of the trailer, behind a locked compartment. It is used to fill the fresh water tank with potable water. A small vent is located next to the port to allow air to escape from the tank as it is filled.

Use a hose that is rated as safe for drinking water, at least 12.7 mm (1/2 in.) diameter, and made from material that is tasteless, odourless, and non-toxic. Many owners fill their tanks at home to avoid unfamiliar water sources, which may be unpleasant in taste or quality.

Run water through the hose briefly to flush out any stagnant water and debris before filling the tank. Open the exterior access door, remove the screw cap, insert the hose, and begin filling. You can monitor the water level using the Monitor Panel, or simply fill until water overflows from the inlet.

Once the tank is full, turn on the water pump. Open the hot side of a galley or lavatory tap. The tap will likely sputter as air is pushed through the lines. Then open a cold tap until you have a steady stream of water. Repeat this process for any remaining taps or water outlets to fully purge air from the system.

When the system is pressurised and all taps are closed, the water pump will shut off automatically. It will turn on again anytime a tap is opened. If a tap is only partially opened, the pump may cycle on and off rapidly.

Mains Water Connection



The mains water connection is located on the side of the trailer. For consistent water flow and plumbing line safety, an in-line regulator limits pressure to 3.4 bar (50 PSI).

Use a tasteless, odourless, and non-toxic high-pressure hose of at least 12.7 mm (1/2 in.) diameter designed for RV use. The mains water inlet has a standard garden hose thread. We suggest you carry two lengths of hose in order to reach hookups farther away than normal, and to have a spare.

After hooking up the hose and turning on the mains water valve provided in the park, slowly open a tap. There will be spurts and sputtering until all the air is expelled from the trailer system. If the water heater is empty, it will take some time before all the air is expelled and a steady flow of water occurs at the tap. Once a steady flow is achieved at one tap, the others should be opened long enough to expel the air in the lines going to them.

Your plumbing system has a built-in pressure regulator to protect your lines and taps from extremely high pressures on some mains water systems.

Mains Electrical Service

Mains Power Inlet and Cordset



Your Airstream is equipped with a SmartPlug power inlet located on the kerbside exterior. Prior to establishing a connection, review the SmartPlug cordset instructions that follow.

Before connecting power to your Airstream, plug the cordset (power cord) into the power source and check the cordset's power indicator light. When the SmartPlug cordset is connected to a power source, the LED light on the plug will indicate the following:

- Blue ON - normal power condition. OK to proceed.
- Blue OFF - no power condition. Check Connection and power.

230-Volt Outlet

A 230V receptacle is located on the kerbside exterior. Your Airstream must be plugged into a mains power supply for the outlet to operate.

LP Gas System

Your Airstream is equipped with a liquid petroleum gas (LPG) system that supplies the onboard LP gas appliances. The system consists of the LPG cylinder(s), gas pressure regulator, gas filter, high-pressure hoses, and manifold.

⚠ DANGER

Leaking LPG may ignite, causing a fire or explosion, which could result in serious injury, property damage, or death.

Refer to the regulator manufacturer's instruction manual, included in your owner's packet, for critical safety information and operating procedures.

Read and follow the regulator manufacturer's instructions before operating the system.

Basic Rules for LPG Safety

⚠ DANGER

- **Shut OFF the LPG supply when travelling and before entering a refuelling station.**
- **Never operate gas appliances in an enclosed or partially enclosed area where exhaust gases can accumulate.**
- **Do not use cooking appliances for comfort heating. Cooking appliances require fresh air for safe operation. Ensure a window or roof vent is open during use.**
- **Do not use portable gas appliances inside the Airstream.**
- **Do not store LPG cylinders inside the vehicle. Cylinders must always be secured upright in the designated compartment.**
- **Do not use appliances with a working pressure other than 30 mbar.**
- **Floor-level ventilation openings and gas drop-out holes allow leaked gas (which is heavier than air) to escape. Do not obstruct these openings; [see Ventilation on page 2-3](#).**
- **When leaving the caravan for extended periods or storage, turn off gas at the cylinder.**

If You Smell Gas

- Extinguish all flames and smoking materials.
- Do not operate electrical switches.
- Turn off the cylinder valve(s) if safe to do so.
- Ventilate the interior by opening doors and windows.
- Leave the area until the smell clears.
- Have the system inspected and repaired by a qualified LPG service technician.

⚠ DANGER

Never use an open flame to check for leaks.

Leak Detection Checks

It is advised to perform the following checks to help identify leaks in the system:

- Always use leak-detector spray on hose joints after cylinder or hose replacement.
- Check hose joints and connections for tightness when changing cylinders.
- Inspect high-pressure hoses for wear and replace as needed or before expiry date.
- Ensure sealing gaskets/O-rings are present when reconnecting hoses.

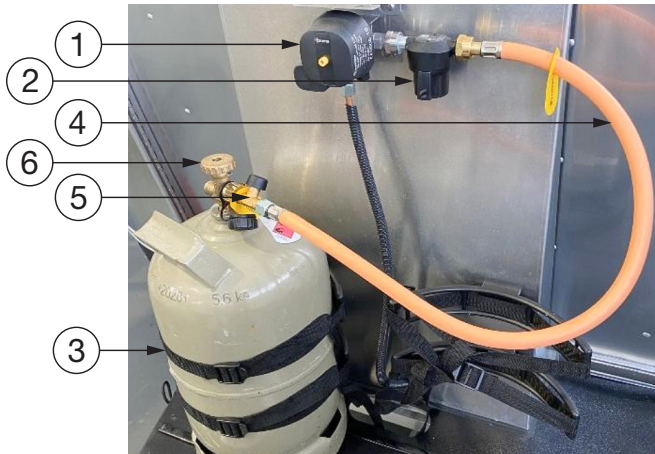
LP Gas System Components

Undo the rubber latch and lift the lid to access the cylinder valves. To remove the entire LPG cover assembly fully when changing cylinders, unwind and remove the large wing nut securing the cover to the LPG support assembly, then lift the entire cover assembly off.

⚠ WARNING

Locking the LPG cover is not recommended as it may restrict emergency access to the cylinder valve.

Numbered callouts in this section correspond to the components shown in the illustration.



The image above is for illustration purposes only and represents a typical LPG installation. Actual component arrangement may vary.

Regulator

The gas pressure regulator [1] installed in your Airstream reduces gas to a uniform 30 mbar with a flow rate of 1.2 kg/hr. It is equipped with an integrated crash sensor. In the event of a collision of approximately 15–20 km/h against a solid object, the crash sensor automatically stops gas flow to prevent leakage. Strong vibration during travel may also cause the crash sensor to trigger unintentionally, interrupting the gas supply. If this occurs, refer to the regulator manual for the full procedure on how to reset the sensor. If the reset procedure does not restore operation, consult a qualified LPG technician. Here is a brief overview of what to do:

1. Open the cylinder valve
2. Press the reset button firmly and hold for at least 10 seconds, then release slowly
3. When the ball inside the crash sensor mechanism has settled correctly, the regulator will remain reset and the gas supply will resume

Filter

Lower-quality LPG can damage the regulator and shorten its service life. A gas filter [2] is installed to prevent contaminants from reaching and clogging the regulator. Your Airstream dealer can supply suitable replacements and service support.

LPG Cylinder and Gas Type

Cylinder size and type vary by country. Before opening the cylinder valve, turn off all gas-operated appliances inside the Airstream and ensure the cylinders are securely restrained using the cylinder restraints [3]. The restraints are designed for 5–7 kg cylinders.

⚠ WARNING

Use only cylinders of the correct size and design.

The European Airstream gas installation is designed to operate on either propane or butane LPG at a standard supply pressure of 30 mbar (in accordance with EN 1949). Butane offers a slightly higher calorific value per unit volume, but it may not readily vaporise at ambient temperatures below 0 °C. For this reason, butane is not suitable for use in very cold conditions.

Fit the high-pressure hose [4] to the cylinder you intend to use. An adaptor [5] may be required depending on your country—consult your dealer if unsure. Then open the valve [6] and check for leaks.

⚠ WARNING

Ensure the hose assembly is not under stress when connected.

High-Pressure Hoses

Use only approved high-pressure hoses. Hose connector thread types vary by country; consult your dealer for correct specification. Always use the correct spanner to avoid damaging fittings. If hoses are disconnected for an extended period, cover the open ends to prevent dirt or insects entering.

⚠ WARNING

The regulator relies on sealing washers to maintain a gas-tight joint. Ensure the washer is present, in good condition, and correctly seated before tightening.

Manifold

Individual gas appliances are supplied through manifold valves located beneath the trailer. Each appliance can be isolated by turning its corresponding valve. The valve is open to supply gas when the handle is aligned with the gas line.

Annual Service by a Qualified Professional

Your LPG system must be inspected once a year by a technician qualified to service LPG installations in caravans. The inspection must include:

- Air soundness test to 150 mbar to EN 1949 requirements.
- Full check of all gas appliances and cylinders installed in accordance with the manufacturer's instructions.

Troubleshooting: No Gas Flow

Confirm gas is present in the cylinder.

Ensure the gas regulator reset knob is pressed in.
Open the cylinder valve.

Ensure manifold valve taps are in the open (vertical) position.

Attempt to ignite a cooker burner to confirm gas flow.

AIRSTREAM®

Section 7 TOWING

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Preparing to Tow

Tow Car weight & suitability

Whether you choose to buy a new or different vehicle to tow your Airstream trailer, or use an existing vehicle you already have, it is important for your safety and the safety of other road users to assess that your proposed tow vehicle and the Airstream are a suitable match and together will form a stable outfit that is legal on the road in the countries you plan to travel to. This issue is best considered prior to purchase.

Before reading this section, you need to have considered what the Laden Weight of your Airstream is likely to be when packed ready for the road and, secondly, what its predicted Noseweight will be, again in the laden state. Next, the following information should be considered and discussed with your Airstream dealer.

Single-axle Airstreams (depending on options fitted) can be within the capabilities of saloon cars, large estate cars, MPVs, crew cab pick-ups, and mid-sized 4x4s. Larger twin-axle Airstreams, depending on the size, may require a larger 4x4 vehicle. The engine size of the tow car will affect choice – the larger-engine models have higher kerbweights.

To be sure the car and Airstream are well matched, the issues below need to be checked in more detail.

Tow Car Weight Definitions

- **Kerbweight** - As defined by EU Directive 95/48/EC, is the weight of a vehicle as it leaves the manufacturer with its fuel tank 90% full, all the necessary fluids for normal operation (see above), a nominal driver weight of 68 kg, and 7 kg of luggage.
- **Gross Train Weight** - The maximum allowable weight of the laden towing vehicle plus the laden trailer in total – the “train” weight. This is defined/ set by the tow vehicle manufacturer and can normally be found in the vehicle handbook. For more information, [see Tow Car & Trailer Combined Weight on page 7-3](#).
- **Noseweight** - The weight imposed by the caravan coupling on the towball of the tow car. Noseweight limits are stated by the vehicle and towball manufacturer. Most are in the region of 50–100 kg, with a few going up to 150 kg, notably the larger 4x4s.

Tow Ratings

Many customers ask: “My car has a tow rating of 3000 kg, can I not therefore tow any of the EU Airstreams?”

The often-quoted “tow rating” is a recommendation set by the tow car manufacturer, which refers to the ability of the vehicle’s power, cooling, and transmission systems to handle load – typically what it can pull up a 1-in-12 gradient from a standing start.

This is not necessarily what it is suited in reality to tow under a wide variety of conditions, not least speed.

Real-life towing conditions impose greater demands on the tow vehicle than this theoretical test. Hence, whilst some EU tow cars have tow ratings up to 3500 kg, this does not necessarily mean caravans of this weight can be safely towed. Tow ratings can therefore be misleading (but should nonetheless not be exceeded).

A caravan is a high-sided object. When towed behind a car, it behaves aerodynamically in a different way from, say, a flatbed trailer carrying cargo. Hence recommendations for caravan-towed weights in some countries may be lower.

Kerbweight Ratio

Check whether the predicted laden weight of the Airstream is a match for the kerbweight of your proposed tow car.

Look in the car handbook, on the car manufacturer's website, or speak to your local car dealer to check the kerbweight of the car.

Check the kerbweight ratio recommended by any caravan clubs in your country.

Noseweight Capacity

Check that the brochure-stated noseweight range of the Airstream does not exceed the lower of the noseweight limit of your proposed tow car or the towbar fitted to it.

Allowing for Personal Payload

Please take care to ensure that you have allowed for the masses of all items you intend to carry in the caravan, e.g. optional equipment and personal effects such as clothing, food, pets, bicycles, sailboards, sports equipment, etc.

⚠ WARNING

Under no circumstances should the MTPLM of the caravan be exceeded.

Tow Car & Trailer Combined Weight**Gross Train Weight (GTW) – Tow Car Limit**

The Gross Train Weight is defined/set by the tow vehicle manufacturer and can normally be found in the vehicle handbook. The Gross Train Weight is the maximum allowable weight of the laden towing vehicle plus the laden trailer in total – the “train” weight.

Gross Train Weight = Laden Tow Car + Laden Trailer

It is usually the simple sum of the vehicle's gross vehicle weight plus its towing limit, but check the vehicle handbook, as it can be less than the simple total.

It is a legal offence to exceed the Gross Train Weight. If stopped by the police and found to be exceeding the Gross Train Weight, you risk prosecution, or your insurance may be invalidated.

Hence, check what the Gross Train Weight is for your proposed Tow Car when considering its suitability to tow the Airstream. This should be at least the sum of the gross weight of the car (as stated in the car handbook) and the Predicted Laden Weight of the Airstream; [see Specifications on page 4-3](#).

Soon after purchasing the Airstream, and periodically thereafter, take your Tow Car and Airstream—loaded for travel—to a weighbridge to check their combined actual laden weights. Keep the weighbridge printout in your car in case you are stopped by the police as evidence that your outfit does not exceed weight limits.

Driver's Licence – Towing Entitlements

The legal requirements regarding driver's licences may vary between countries. It is recommended that you confirm the regulations with the driving licence issuing authority in your country of residence.

You may be required to complete an additional towing course if the combined weight of the trailer's MTPLM and the tow vehicle's gross weight exceeds a specified limit, which is often 3,500 kg.

Towing Equipment

Towbars



Towbars fitted to EU cars first registered after 1 August 1998 must be type approved under Directive 94/20/EC or UN ECE R55 (except off-road vehicles and light commercial vehicles do not yet have to comply with the EC Directive). The hitch ball is 50 mm diameter.

Type-approved towbars are stamped with an S value – the maximum vertical static load on the towball or eye, measured in kg (noseweight). This tends to mirror the noseweight capacity of the vehicle it is fitted to.

Before having a new towbar fitted, contact an industry association for advice on selection and fitting. You should ask what the S value will be (maximum load in kg) and what the coupling height will be when fitted to your car.

Once fitted, the towball may need prepped for towing; [see Towbar and Coupling Head Prep on page 8-11](#).

Coupling Height

The coupling height, or hitch height, is the height from the ground to the centre of the towball, or from the ground to the centre of the trailer coupling when the trailer is level and loaded to the MTPLM. The coupling height will vary for different Airstreams and from car to car. This should ideally be considered at the 'outfit matching' stage, because for stability the trailer should be towed level, or slightly 'nose down'.

The ideal is for the towball height on the car to be slightly less than, but not more than, the coupling height on the trailer.

Measure the height of the towball on the towbar on your car, if already fitted, or consult your car dealer to ascertain what the coupling height will be when the towball is fitted. Some towbars have adjustable heights, for example those fitted to some 4x4s. Then compare the actual/likely towball height on your car to the coupling height on the trailer.

The requirements affecting coupling heights for EU tow vehicles and trailers are:

- **Tow Vehicle** – EC Directive 94/20 or UN ECE R55 requires vehicles registered since 1 August 1998 (except off-road vehicles, which are exempt) to have a type-approved towbar with the centre of the towball between 350–420 mm above the ground when the vehicle is conventionally loaded.
- **Trailer** – The same EC Directive 94/20 or UN ECE R55 requires the coupling point of the trailer to be 430 mm $\pm$ 35 mm from the ground, with the trailer laden to the permitted axle load and level horizontally. In the UK, BS 6765 requires trailers to have a coupling height of 415 mm $\pm$ 30 mm, although this is likely to be revised to align with the EC Directive.

In Europe, the same trailer could therefore be connected to a vehicle with a towball height between 350–465 mm, or even higher if that vehicle is classed as an off-road vehicle. Estate cars typically have a towball height of 385–390 mm, whereas a 4x4 towball is usually in the range of 420–450 mm.

This variance in coupling height is less critical for single-axle models, which are best towed slightly nose down.

A twin-axle caravan with standard axles working independently of each other needs to be towed level, not nose down (or worse, nose up), otherwise one axle and its set of wheels/tyres may exceed its designated maximum loading. Tyre contact with the road also changes, affecting stability.

Tow Vehicle Tyres

The rear tyres of the car must be inflated to the manufacturer's recommended pressures for towing. Please refer to your car handbook or dealer and adjust the rear tyre pressures accordingly.

When driving in winter in countries with a high risk of snow or ice, it is recommended—particularly when towing—that winter tyres are fitted to all four wheels of the tow car to improve grip. This is a legal requirement in some countries—check before travelling.

A winter tyre is made of special silica rubber compounds that are better adapted to the cold and provide better braking. The tyre has a deeper tread and is designed to displace water beneath the tyre to improve grip on snow.

Towing Electrics

The towing electrical system allows the trailer's road lights and auxiliary equipment to operate from the tow vehicle's 12-volt supply. All electrical connections must conform to ISO 11446 (Jaeger 13-pin standard). Installation and testing should be carried out by a qualified technician or the trailer manufacturer to ensure weatherproof integrity and reliable circuit continuity.

The 13-pin Jaeger connector is the current European standard for caravan and trailer wiring. It integrates all lighting, charging, and auxiliary functions into a single sealed plug, providing secure mechanical locking and durable electrical contact.

The male plug, fitted to the trailer cable, contains thirteen pins within a rotating inner collar. The female socket, fitted to the towing vehicle, contains corresponding terminals and a keyed groove for alignment.

Connection Procedure

1. Check that both plug and socket are clean, dry, and free from debris.
2. Align the locating key on the plug with the groove on the socket.
3. Insert the plug until resistance is felt.
4. Rotate the outer collar clockwise one-quarter turn (90°) to lock.
5. Confirm that the plug is secure and the socket cover can close freely. Once it is in place, the male plug will be oriented as shown in the 13-Pin diagram.

To disconnect, rotate the collar anti-clockwise and withdraw the plug straight out.

Inspect plug pins and socket contacts periodically for corrosion or deformation. Apply a light electrical-contact grease or dielectric.

Lubricant to maintain conductivity and moisture protection. Confirm all lighting and charging functions after coupling the trailer. If connection issues occur, check that the plug collar is fully rotated and correctly aligned with the socket groove.



The illustration of the male plug face (vehicle side) identifies the 13 pin positions, as oriented when correctly connected. Refer to the following table for standard pin functions and wire colours. Some harnesses may use alternate colours; where applicable, these are shown in the Harness Colour column.

Pin No	Colour	Function / Description
1	Yellow	Left indicator
2	Blue	Rear fog lamp
3	White	Earth return for pins 1–8
4	Green	Right indicator
5	Brown	Right tail lamp
6	Red	Stop lamps
7	Black	Left tail lamp
8	Pink	Reversing lamps
9	Orange	12V permanent supply (car battery +)
10	Grey	12V ignition switched supply (fridge +)
11	White/Black	Earth return for pin 10
12	White/Blue	Not allocated
13	White/Red	Earth return for pin 9

Towing

Towing Mirrors



The addition of a trailer behind a car, like an Airstream, reduces rear visibility from the car. The internal car mirror may still provide some views through the Airstream, depending on the floorplan and whether internal doors or curtains in the Airstream are left open (recommended for night towing, when headlights of vehicles behind will shine through).

Most tow cars will not be as wide as the Airstream; thus, visibility using the external mirrors of the car will also be reduced.

For these reasons, we recommend additional mirrors are fitted to the nearside and offside when towing (these should be removed when driving solo) to provide an adequate view to the rear when towing.

Models that clip onto the existing car mirrors are generally quick and easy to fit; methods of attachment vary. A choice of types should be available from your local caravan accessory shop.

Suspension Aids

Adding the noseweight of a trailer with a relatively high noseweight to the rear of your tow car can cause problems with the rear suspension if the additional weight on the rear of the car results in the car no longer riding level.

Some cars offer self-levelling suspension to cope with this; for example, some 4x4s have air suspension, which adjusts to the load placed in the rear boot and on the towbar to keep the car level.

Those without suspension aids may suffer problems of reduced ground clearance, headlights tilted too high, and impaired handling. Front-wheel-drive cars may find traction and steering affected.

Aftermarket suspension aids fall into two categories: those which are replacement shock absorbers and those which affect the car's suspension. This is a specialist area, and expert advice should always be sought.

Before considering rear suspension aids, first check with your car dealer that the car's normal suspension and shock absorbers are working at near 100% efficiency.

Stabiliser Couplings

Stabiliser couplings are designed to reduce or dampen snaking and pitching between the tow car and trailer by 'gripping' the towball; [see Hitch/Stabiliser on page 7-10](#).

Some consider stabilisers dangerous as they disguise early warning signs that would otherwise alert the driver to take the right action (slowing down!).

⚠ WARNING

The use of aids such as stabilisers that help reduce snaking should not be seen as a substitute for a well-matched tow vehicle and trailer combination that is correctly set up (hitch height, tyre inflation, etc.), properly loaded, and driven at sensible speeds.

Brakes and Breakaway Cable

When the tow car slows, the momentum (inertia) of the trailer causes the draw-bar to compress the over-run coupling mechanism. This compression drives a plunger or sliding shaft inside the coupling head. The movement is transferred via a rod and cable linkage to the trailer's brake system, causing the brakes to engage. This system self-regulates. The harder you brake in the tow car, the greater the force applied by the trailer's brakes.

The breakaway cable provides a backup safety function. One end is firmly attached to the tow vehicle's frame; the other end is connected to the emergency brake on the hitch. If the trailer becomes detached from the tow vehicle, the cable pulls and activates the trailer's parking/emergency brakes.

This system ensures that loss of the tow coupling does not result in the trailer rolling uncontrolled.

Loading

First Principles

First, check the allowance for loading personal effects in the Airstream. This will be stated in the sales brochure.

Compare this to the total weight of the items you intend to take. Ensure that you have accounted for all the masses of items you plan to carry. There is no substitute for weighing everything you wish to take before you start loading, at least the first time you use the Airstream on a trip.

Personal effects are defined as everything aside from what is included in the essential habitation allowance. This includes items such as water and waste containers, fresh and waste water connection hoses, wheel chocks, levelling ramps, and similar equipment.

Often, the weight of items you wish to take will exceed the personal effects allowance. This is the right time to reduce the quantity of items or choose lighter alternatives.

⚠ WARNING

Exceeding the user payload allowance risks overloading the Airstream.

⚠ WARNING

Under no circumstances should the MTPLM (maximum technically permissible laden mass) be exceeded.

Next, consider the scope to place items in the tow car instead of the Airstream. Heavy items, such as tools, cases of drinks, or books, are best carried in the tow car, preferably forward of the rear axle line. This leaves the Airstream for bulkier items, such as clothing, bedding, and empty fresh/waste water containers.

Loading the Airstream

When loading items for stowage in the Airstream, try to:

Evenly distribute the weight around the interior, placing heavy items low (close to the floor) and as near to the axle(s) as possible. Stability decreases the further heavy loads are from the centre of gravity (just forward of the axles).

Keep the weight on each side balanced, so that each wheel of the Airstream carries approximately the same load.

Only place lightweight items in roof lockers.

If there are large voids beneath fixed beds, fill these with care. If the bed is positioned toward the rear, excess load in the under-bed storage space will reduce noseweight and could cause sway problems. Around 30 kg of additional load in a rear under-bed storage space is a sensible maximum.

Ensure all heavy, voluminous, or movable items are well secured before travelling.

⚠ WARNING

Do not store items inside appliance compartments under the bed. Never block safety vents; see [Ventilation on page 2-3](#). Keep flammable materials away from appliances and vents.

NOTICE

Damage to your trailer caused by overloading, or mounting heavy objects on the rear is considered abuse and is not covered by warranty.

Travelling with Fluids in Onboard Tanks

Water weighs approximately 1 kg per litre. It is important to consider the location of any tanks before travelling with fluids in them.

⚠ WARNING

You should travel with tanks either empty or full. Travelling with a half-filled tank can cause water to surge, creating a pendulum effect that may lead to sway or snaking problems, and is therefore not recommended.

Your Airstream has an onboard fresh water tank. The essential habitation allowance, included in the MRO, already assumes this tank is full. For tank capacities, [see Specifications on page 4-3](#).

Some users with larger tow cars may prefer to travel with the fresh water tank full, so a supply of water is available for rest stops. Before choosing to travel with the tank full, check its position and consider the effect on noseweight. If the tank is positioned forward of the axle, towards the front of the trailer, travelling with it full will increase noseweight. Only travel with the tank full if the resulting noseweight does not exceed the limit of your tow car or towball.

Actual Laden Weight

You should visit a weighbridge periodically when loaded for travel to check that the weights of your tow car and Airstream outfit do not exceed the applicable limits.

It is easy for additional items to accumulate, so always review the load carefully.

You must not exceed the MTPLM of the Airstream, the gross vehicle weight of the tow car, or the gross train weight (the combined laden weight of tow car and Airstream).

Keep a copy of a recent weighbridge ticket in your tow car as proof, in case you are stopped by the authorities.

On shorter weighbridges, it may be necessary to weigh the trailer and tow car separately to determine the combined weight, which should remain below the gross train weight limit.

When weighing, position the Airstream so that the tyres of the axle(s) and the jockey wheel at the front are on the weighbridge platform.

Then un-hitch the Airstream and drive the tow car forwards so it is no longer loading the platform.

Actual Laden Noseweight

Once the Airstream is loaded, check the noseweight. Generally, having more weight towards the front of the trailer improves stability.

The maximum permitted vertical static load for the coupling and drawbar will be stated in your Airstream's specifications. However, the noseweight limits stated by your tow car and towball manufacturer may be lower. Check the maximum load permitted by the towball manufacturer, known as the 'S' value, marked on the towball.

The correct noseweight to aim for is the lesser of the maximum allowed for your Airstream or the maximum permitted for your tow car or towball; [see Specifications on page 4-3](#).

Measuring Noseweight

The Airstream should be unhitched from the tow car and standing level on horizontal ground, with corner steadies raised and the handbrake applied.

Place bathroom scales under the coupling head, with a piece of wood fitted between the coupling head and the scales. The piece of wood should be long enough to ensure the Airstream is level with the ground.

Place the wood under the coupling so it is suspended over the scales. Turn the jockey wheel to lower the front of the trailer until the piece of wood touches the scales. Keep adjusting until the jockey wheel is clear of the ground. Record the weight indicated on the scales.

If the measured noseweight of the laden Airstream exceeds the limit for your tow car, consider reducing or redistributing loads, or using a tow car with a higher noseweight capacity.

⚠ WARNING

Never add heavy items to the rear of the trailer to reduce noseweight, for example under a rear bed locker or in a rear wardrobe. Weight behind the axle can magnify any sway that may occur when passing large vehicles or in gusty winds, increasing the risk of snaking.

Hitching and Unhitching



1	Parking Brake Handle
2	Jockey Wheel Winder Handle
3	13-PIN Connection
4	Over Run Hitch Cover
5	Breakaway Cable
6	Stabiliser Handle
7	Jockey Wheel (facing aft & parallel to direction of travel)
8	Over Run Hitch

Tow Car Positioning

1. Ensure the parking brake handle on the Airstream is in the vertical (on) position.
2. Check that all corner steadies are fully wound up into the chassis.

NOTICE

Always raise the corner steadies before beginning the coupling process and BEFORE TOWING. Leaving them down can cause serious damage to the steadies and floor structure.

3. Confirm your towball is the correct size (50 mm), undamaged, clean, and free from grease; [see Towbars on page 7-4](#).
4. Check that the jockey wheel faces aft and is parallel with the direction of travel. Manoeuvre the Airstream if needed so the jockey wheel is correctly aligned.

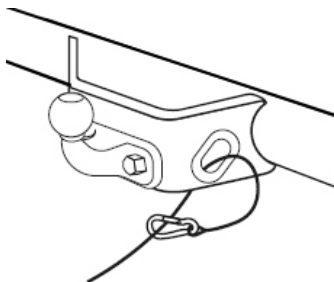
NOTICE

Never use the stabiliser handle, brake handle, or jockey wheel handle to push, pull, or steer the Airstream. Always use the A-frame or hitch head to move the trailer manually.

5. Turn the jockey wheel crank handle to raise the Airstream coupling above the towball height. If the jockey wheel has been clamped too high, you may not be able to raise the coupling sufficiently. In this case, lower the front corner steadies, wind the jockey wheel fully up, loosen the clamp, lower the jockey wheel assembly until the wheel touches the ground, and retighten the clamp. Then raise the corner steadies and continue.
6. Reverse the tow car until the towball is positioned within a few inches of the Airstream coupling. With practice, this alignment becomes straightforward.
7. Once positioned, place the tow car in neutral (manual transmission) or park (automatic transmission) and apply the parking brake.
8. Turn the jockey wheel handle to lower the coupling until it is just above the towball. You may need to adjust the car or the coupling slightly to achieve perfect alignment.
9. On smooth, level ground, you may be able to manoeuvre a single-axle Airstream by hand. To do this, first release the Airstream parking brake by pushing the handle down to the horizontal (off) position. Move the trailer so that the coupling is directly above the towball. Then re-apply the parking brake.
10. On uneven or soft ground, or if the Airstream is too heavy to move manually, adjust the tow car position instead. With practice, this procedure will become straightforward.

Breakaway Cable and Parking Brake

The purpose of the breakaway cable is to apply the trailer's brakes if it becomes separated from the tow car. After activation, the cable assembly is designed to part, allowing the trailer to come to a stop independently of the tow car.



Correct attachment of the breakaway cable is a safety and legal requirement. The image above shows a typical correct method of attachment: pass the cable through the designated attachment point and clip it back onto itself. If this is not possible with your towbar arrangement, consult your Airstream dealer regarding other legally approved options.

⚠ WARNING

Correct attachment of the breakaway cable is a safety and legal requirement. Confirm proper installation with your Airstream dealer and ensure compliance with local and travel-area regulations. Failure to comply may result in fines.

Once the coupling is positioned just above the towball and the Airstream parking brake is applied, connect the breakaway cable correctly. Ensure the cable runs straight, does not snag on other accessories, and is not so slack that it can drag on the ground. Check that there is sufficient slack to allow the tow car and trailer to articulate fully without the cable becoming taut or inadvertently applying the brakes.

With the parking brake applied, the Airstream may roll back approximately 30 cm before the braking force takes full effect. Do not park close to obstacles.

Hitch/Stabiliser

Coupling

Once the tow car is positioned and the breakaway cable connected, the coupling head can be engaged onto the tow-ball, and the stabiliser coupling head operated as outlined in the overview below.

The stabiliser illustrated below may vary in design from model to model but function and operation are comparable. For complete instructions on your model's operation, maintenance, and care, refer to the manufacturer's instructions included in your owner's packet. Contact your Airstream dealer if missing.

NOTICE

Never use the stabiliser handle, brake handle, or jockey wheel handle to push, pull, or steer the Airstream. Always use the A-frame or hitch head to move the trailer manually.

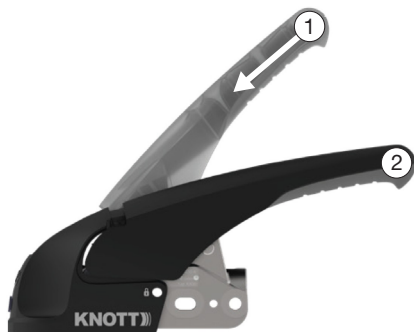


1. Ensure the handle of the coupling is raised to the vertical open position **[1]** for coupling and uncoupling.
2. Lower the trailer using the jockey wheel until the coupling head engages the tow-ball; [see Jockey Wheel on page 7-12](#). The coupling will engage **[2]** but the **stabilisation will still be deactivated**.



If a coupling ball is present within the coupling head, the green indicator pin will be visible on top of the coupling head. The green cylindrical surface of the indicator pin must be visible before proceeding. If not, reconnect.

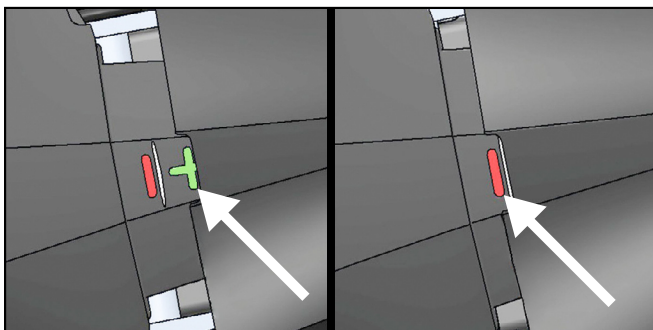
- As you raise the jockey wheel, the rear suspension of the tow car will drop. The towball head should no longer be visible once the coupling is set correctly.



- Apply force in the direction indicated [1] to ease operation, then push the handle down to the closed position [2] to activate the stabiliser. A certain amount of force is required.

⚠ WARNING

Positioning the handle midway will not properly lock or release the coupling.



- After coupling and activating the stabilising device, check the condition of the friction elements. The illustration above depicts a typical wear indicator which shows their status. If the + marking is completely covered, the friction linings must be replaced before towing.

⚠ WARNING

Check the coupling head and ball for play, damage, or deformation, and ensure the friction elements are within the wear indicator limit. Do not tow the trailer if worn beyond limits. The minimum diameter of the coupling ball at its narrowest point is 49 mm; replace if smaller.

- To ensure a proper coupling, always wind the jockey wheel down slightly to verify that the rear of the tow car starts to rise without the coupling coming off the towball.

Uncoupling

The hitch can be uncoupled once the Airstream is in position, levelled side to side, the parking brake is set, and the wheels are chocked; [see Leveling on page 3-8](#).

NOTICE

If the overrun device is not fully extended (bellows not stretched), it is still under preload. After uncoupling, the coupling head may move forward and could damage the towing vehicle. If necessary, pull the trailer forward a few centimetres.

- Lift the parking brake handle to the vertical (on) position.
- Pull the handle back and upwards to unlock the second form-fit locking of the stabilising coupling head. Pull the handle up to the stop.
- Hold the handle and raise the trailer drawbar using the jockey wheel to lift the stabilising coupling head from the towball.

NOTE

Vertical pressure on the hitch can prevent the stabiliser from lifting and the coupling from disengaging. For this reason, do not lower the trailer's front corner steadies until the stabiliser is fully up and the jockey wheel is wound down.

- When the trailer is unhitched and parked, always ensure the stabiliser mechanism is properly supported before lowering the handle. If the stabiliser handle is lowered with no towball in the coupling head, the internal friction pads have nothing to grip, which may strain the mechanism. The preferred method is to first insert a rubber safety ball into the coupling head (usually supplied with a hitch lock kit); [see Wheel and Hitch Locks on page 2-9](#). Once the safety ball is in place, lower the stabiliser handle to the fully down (horizontal) position.

⚠ CAUTION

Do not reach into the open stabilising coupling head with your fingers. The spring-loaded closing mechanism could trigger, resulting in injury to your fingers.

Towing

Jockey Wheel



Raising

After the hitch is coupled, turn the jockey wheel handle to fully raise the inner tube until the fork arms holding the wheel sit securely within the notches of the outer tube, as shown in the example above.

Loosen the clamp handle securing the outer tube, then lift the entire jockey wheel assembly until the wheel sits snugly under the A-frame cover and is parallel to the direction of travel. Tighten the clamp handle to lock the jockey wheel in the raised position.

NOTICE

Always raise and secure the jockey wheel before travelling. Driving with the jockey wheel down can damage the assembly and chassis rails.

Lowering

To lower the jockey wheel and lift the coupling off the towball, first loosen the clamp handle on the jockey wheel. This allows the entire assembly (the outer tube holding the wheel) to move up or down safely. Lower the whole assembly until the jockey wheel tyre is approximately 30–50 mm from the ground, then tighten the clamp handle to lock the outer tube in this position. Securing the outer tube at this height prevents it from moving laterally or accidentally dropping while you adjust the inner tube.

Next, turn the jockey wheel winder handle to extend the inner tube down to touch the ground. Because the outer tube is now clamped, the inner tube can be safely extended without bending the entire assembly. Keep the extension as short as possible to reduce the risk of bending.

Finally, drive the tow car forward to lift the coupling off the towball, allowing safe manoeuvring.

NOTE

Do not lower the outer tube of the jockey wheel fully. Stop when the tyre is approximately 30–50 mm above the surface. This controlled height makes it easier to extend the inner tube safely and to hitch up the trailer again later, while reducing the risk of bending the assembly.

Electrics

Connect the 13-pin male plug on the Airstream to the corresponding female socket on the back of your tow car; [see Towing Electrics on page 7-5](#).

Switch on the road lights on your tow car and walk around the Airstream to confirm all lights are operational.

⚠ WARNING

The tow car electrical connection cable should not be able to touch the ground. The cable may be looped once over the coupling to take up any slack, but do not coil it around the handbrake.

Tyres

Visually check the condition of the tyres, paying particular attention to any small splits in the sidewalls.

Then check tyre pressures on both the Airstream and the tow car using a handheld tyre pressure gauge. Keep the gauge and a tyre foot pump in your tow car so air can be added if necessary. For more information, [see Wheels and Tyres on page 8-4](#).

Lug Nut Torque

Before each trip, check the tightness of the wheel bolts or lug nuts. For more information, [see Lug Nut Torquing on page 8-6](#)

Parking Brake

If the parking brake was set during the hitching process, release it before towing. To do this, push the parking brake handle down to the horizontal (off) position.

With the parking brake activated, the Airstream can roll back about 30cm until the braking force takes full effect. Hence, do not park too close to obstacles.

⚠ WARNING

Leaving the handbrake engaged will cause the brake hubs to overheat, risking wheel lock and potential failure. Always ensure the handbrake is released before travel.

For normal trips or holidays, when parked, the parking brake can be left in the vertical (on) position for periods of up to around two weeks.

For longer periods, for example during storage, leaving the parking brake in the horizontal (off) position prevents the brake shoes from remaining in contact with the brake drums, reducing the risk of corrosion. Before leaving the Airstream in storage with the parking brake disengaged, ensure the site is reasonably level, the corner steadies are wound down, and the wheels are chocked.

Securing the Door

Before towing your travel trailer, secure the main door by locking both the door handle and deadbolt from the exterior using the keys. For instructions on how to properly lock the door, [see Main Door on page 6-4](#).

⚠ WARNING

BEFORE TOWING

The door handle and deadbolt must both be locked from the exterior using the keys. Never lock them before shutting the door. Failure to fully lock both the handle and deadbolt using the keys may result in the door vibrating open during travel.

Towing

Overview

The following four key issues will determine whether your outfit is safe and comfortable to tow. You need:

1. A properly matched outfit, hitched at the correct height; [see Preparing to Tow on page 7-2](#).
2. Properly distributed equipment in the Airstream and tow car; [see Loading on page 7-7](#).
3. Timely and effective maintenance; [see Maintenance Schedule on page 8-2](#).
4. To drive the outfit correctly. The following sections focus on how to drive the outfit safely and effectively.

Transporting Passengers

The transporting of people in the trailer puts their lives at risk and may be illegal. The trailer does not have seat belts, therefore, it is not designed to carry passengers.

⚠ WARNING

Never transport passengers inside a trailer. Towing a trailer with passengers inside is unsafe and could result in death or serious injury.

Speed and Road Laws

Observe speed limits, which vary by country and are generally lower for cars towing trailers. Speeding increases the risk of accidents, and the maximum permitted speed is not always a safe speed. A towing outfit is longer and heavier than a solo vehicle, takes more time to accelerate and brake, and handles differently, so adjust your speed to suit road and traffic conditions.

Research permitted speeds and road laws in the countries you plan to visit before you travel. Common requirements in some EU countries include:

- Winter tyres during colder months.
- Restrictions on using outside lanes on dual carriageways and motorways while towing.
- Specific requirements for breakaway cables and towing equipment.

Check for additional requirements before travelling by contacting your local caravan club helpline or relevant authority.

⚠ WARNING

The faster you go, the greater the risk of losing control of your outfit, the less chance of taking avoiding action, and the greater your risk of having an accident.

⚠ WARNING

The maximum design speed of the Airstream is limited by the brakes and tyres to 81 mph (130 kph)

Stopping Distances

Driving too close to the vehicle in front is one of the most common causes of accidents.

There is a greater risk for drivers towing a trailer because of the reduced braking efficiency of the outfit. The additional load of a trailer means the tow car will take longer to stop at speed; hence, it is all the more important to observe safe stopping distances.

If the driver behind you is too close, increase the distance between yourself and the vehicle in front. This will allow you to brake more gently, giving the vehicle behind more time to stop.

Sway and Snaking

There is a natural tendency for a trailer to sway slightly due to its own momentum and external forces. Snaking is the worsening development of sway.

The rounded nature of the Airstream travel trailer helps reduce the extent to which the slipstream of large overtaking vehicles will affect your outfit, but there are a number of preventative guidelines you should follow to maximise your safety and reduce the risk of sway developing.

1. Follow guidelines for outfit matching and loading, keeping within the tow car and Airstream's permitted weight limits; [see Preparing to Tow on page 7-2](#). A fundamental cause of sway is an ill-matched outfit.
2. Ensure the tow car and Airstream's tyres are kept inflated at the correct pressures.
3. Listen to weather forecasts and avoid, if possible, travelling when towing in high wind conditions.
4. Drive at a speed appropriate for the outfit and conditions, reducing speed when going downhill or in windy conditions.
5. Watch your mirrors for fast-moving large vehicles approaching from behind and preparing to overtake.
6. Maximise the gap between your outfit and an overtaking vehicle by keeping well to the inside (left side in the UK) of your carriageway. The most effective time to take action is just before the overtaking vehicle comes level with your outfit. If you can move over as far as safely possible at this point, the disturbance on your outfit will be less.
7. If you see the Airstream rear end sway in your rear-view mirror, take your foot off the accelerator and slow down using the engine overrun.
8. Be aware that if you have seen rear-end sway, your outfit is not as stable as it could be and you risk encouraging a snake. Sway will get worse at higher speeds or under more severe buffeting.
9. Rectify the outfit loading at the first safe available opportunity to stop. In the meantime, slow down. When you can stop, reconsider the outfit matching—examine and rearrange your loads, and check your tyre pressures and noseweight.
10. If you have applied all the above and sway develops into a snake, then:
 - Steer in as straight a line as possible without forcing sudden or sharp corrections; these worsen the pendulum effect.
 - Let the steering wheel twitch in your hands—it will—until the snake ends.
 - Take your foot off the accelerator and let the engine slow the outfit until the snake disappears.

If a snake occurs when travelling downhill, apply the brakes very gently—sharp braking worsens the pendulum effect.

⚠ WARNING

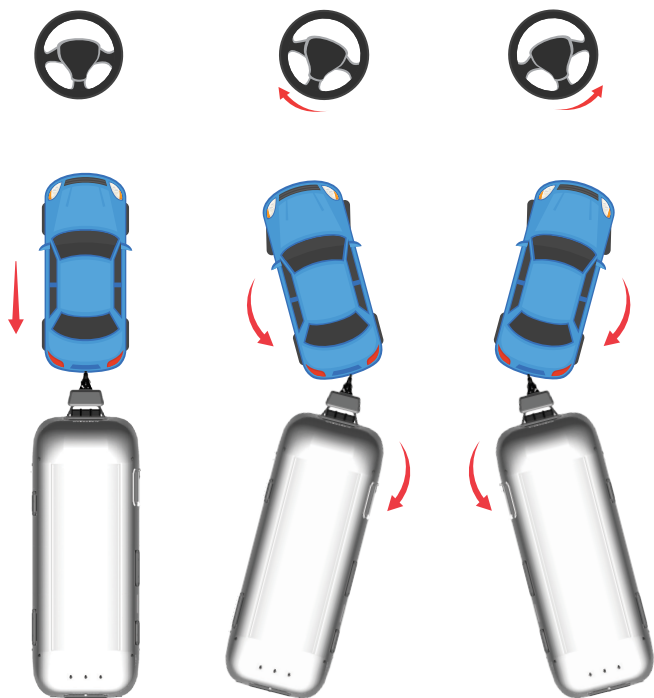
DO NOT attempt to power out of a snake by accelerating

DO NOT see-saw the steering wheel

DO NOT slam on the brakes

Reversing

Practice



Straight-line reversing and reversing around corners should be practised in a large, empty car park on a number of occasions until you feel confident in your technique and able to repeat it in real situations, such as reversing into campground pitches or onto ferries. Practice makes perfect.

Start by drawing forward until the car and Airstream are in a straight line. Then start to reverse very slowly. All movements in reverse should be done slowly so the trailer does not turn too quickly; if it does, it is more difficult to correct.

Different instructors give different tips for knowing which way to turn the steering wheel. Our recommendation is to hold the steering wheel with one hand at the bottom, look in the rear-view mirror, and turn the wheel slightly in the direction you want the rear of the Airstream to go.

As the rear of the Airstream starts to move that way, the image of the Airstream will begin to fill the mirror. If the trailer turns too much, turn the steering wheel the other way to correct. Do not hesitate to pull forward to straighten up the outfit and try again.

Small corrections at the steering wheel as you move slowly backward are the best strategy. Straight-line reversing is simply a series of small corrections at the steering wheel.

⚠ WARNING

The reversing light on the rear of the Airstream will not operate unless the 13-pin towing electrics connector on the Airstream is plugged into a matching connector on the tow car, or an adapter is used so the reversing lamp circuit is connected.

Real World Application

Scan the area first. This is best done on foot (i.e., get out of the car to inspect the area you need to reverse into, ensuring the handbrake is applied first). Check for obstructions—both at low level (such as posts, bollards, bushes, high kerbs) and at high level (street signs or trees which may overhang into the road).

If you are reversing alone without other aids, you may need to get out of the car several times during the manoeuvre to check your position. Do not hesitate to do this if you are unsure how much room there is behind the Airstream. Do not allow others to rush you or take risks.

If you have a companion, ask them to stand where they can clearly see both the rear of the Airstream and any obstructions as you reverse, to direct your reversing and give proximity warnings. However, do not allow your companion to stand where there is a risk of injury.

Consider fitting a reversing aid, such as a camera to the rear of the Airstream.

If you are reversing at night, a large torch placed on the ground to mark where the rear of the Airstream should finish, and to illuminate any obstructions along the side of the trailer, is a useful aid. Turn on the porch light and offside service light on the Airstream to further illuminate obstructions down either side.

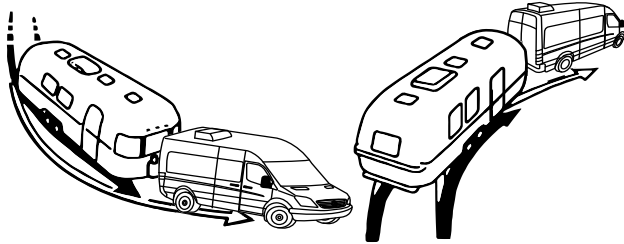
If a mover device is fitted, uncouple the tow car, stand where you can see both the rear of the Airstream and any obstructions, and operate the remote controls of the mover device to reverse the Airstream into position.

⚠ WARNING

The rear remains vulnerable to damage when reversing towards taller objects, such as walls. Always take care when reversing and manoeuvring.

Tracking Observation

When turning corners, remember that the trailer wheels will not follow the same path as the tow car's wheels. Make wider turns to ensure the trailer wheels clear any corner obstructions, but not so wide that the outfit swings into oncoming traffic.



Cooling System Overload

When towing, you may experience a temporary cooling system overload under severe conditions such as:

- Hot weather when climbing long gradients
- Slowing down after high-speed driving
- Extended idling in heavy traffic

If the tow car's temperature gauge or warning light indicates overheating and the air conditioner is on, switch it off. Pull over to a safe location and apply the parking brake. Increase the engine idle speed, raise the bonnet, and check for fluid leaks at the radiator overflow outlet. Ensure all drive belts are intact and that the radiator fan is operating.

If a fault is found, have it repaired as soon as possible. If not, the warning light should go off, or the temperature should drop within one minute. Continue driving at a reduced speed and resume normal operation after about ten minutes.

⚠ WARNING

Never open the radiator cap when the tow car is hot. Check the coolant level only when the vehicle has cooled.

Downhill and Non-level Driving

When travelling downhill in dry conditions, downshift so that engine compression helps slow the entire outfit (only in dry conditions). Approach dips and depressions in the road slowly, and do not resume normal speeds until you are sure the trailer wheels are clear of the dip.

⚠ WARNING

On slippery surfaces, do not use engine drag to assist in slowing down, as this may cause the tow car's rear wheels to skid. On icy roads, drive slowly and, if the tow car begins to skid, gently apply the trailer brakes only. This will help bring the tow car and trailer back into a straight line. Chains do not assist the trailer wheels.

Stopping on a Hill

When stopping on a hill or slope, leaving the tow car in gear is not sufficient to ensure the outfit remains stationary.

Do not rely on the tow car or Airstream parking brakes. Chock the trailer wheels to be certain the trailer cannot move.

⚠ WARNING

Chock the trailer wheels when stopping on a hill or slope. Leaving your tow vehicle in gear is not enough for standstill safety. Do not use trailer brakes as parking brakes.

Towing on Soft or Slippery Surfaces

Mud and wet grass on a slight slope can cause problems at a campsite or caravan park, even for solo vehicles. If the weather is uncertain, ask whether a firm pitch (tarmac or gravel) is available.

If only a soft pitch is available, park with the front of the Airstream as close as possible to a hard surface, and try to position it so that when you leave, you are driving downhill.

When moving off, keep engine revs low and steer as straight as possible.

Off-Road Towing

When driving in mud or sand, allow the momentum to carry the outfit through. Apply power gently and use as little as possible. Stay in the tracks of the vehicle ahead and keep the tow car in the highest practical gear. If you become stuck, it is best to tow the entire outfit out together without unhitching.

Use of Motorway Lanes

Laws vary from country to country; know the laws for the countries you will be travelling in.

When Being Passed

Despite a secure hitch, you may notice that when a large bus or truck overtakes your outfit, the displaced air first pushes the trailer rear slightly to the right and then affects the front. It may be necessary to steer very slightly, momentarily, toward the passing vehicle to help compensate for the sway it induces. Do not apply the tow car brakes, as this can exaggerate the situation. However, briefly applying the trailer brakes using your manual control may help reduce sway.

On a two-lane road, cars may line up behind you because you are travelling at a lower speed. It is both courteous and sensible, if possible, to signal, pull onto the shoulder, and allow them to pass. Your trailer is designed to be towed safely at any legal speed, so remain aware of its presence.

Passing

On motorways or dual carriageways, select the lane you intend to use and try to maintain it. Always keep plenty of space between you and the vehicle ahead — at least the combined length of the tow car and trailer for every ten miles per hour of speed. Remember that passing another vehicle will require additional distance to accelerate. You must also allow for the trailer's length when returning to the lane you were departed from.

Rest Stops

A rest stop every two hours is recommended, both for drivers and passengers, and for your tow car, which has been working harder than when driving solo. Whenever you stop, take the opportunity to look around the outfit and check that everything appears normal.

Do not unhitch the Airstream at a rest stop. This will prevent the Airstream tipping back if one person enters inside and walks to the rear (for example, to use the bathroom on rear bathroom models). One or two rear corner steadies should be lowered if the stop is to be more prolonged, for example a lunch stop, during which all passengers may enter the Airstream.

Whenever possible, choose locations for rest stops that are set back from the road. If stops have to be made by the side of the road, either in a lay-by or in emergencies, please observe the following warning.

WARNING

The Airstream entry door may not be on the kerbside of the road, depending on which trailer model you have and whether you are using it in left- or right-hand drive countries. Care must be taken if entering or exiting the Airstream by the side of the road. Children in particular may not appreciate the dangers of exiting onto the roadside, where cars may be passing. Always supervise any persons entering or exiting the Airstream if the entry door is on the roadside. It is particularly hard to see oncoming traffic if the door is hinged on the rear side.

NOTE

Keep a small hand-held mirror in the Airstream to check for approaching cars if you have to stop and enter or exit the Airstream with the entry door on the roadside.

Fouling

Care must be taken to prevent fouling when traversing ramps or other ground obstacles. Try to avoid very steep driveways and always leave plenty of room between the Airstream and the pavement kerb when parking.

AIRSTREAM®

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Maintenance Schedule

⚠ WARNING

Failure to maintain your trailer can cause premature and unexpected parts breakage and/or erratic operation that may be hazardous.

NOTICE

See appliance manufacturer's literature for required appliance maintenance intervals.

Every 1-2 weeks with frequent use or as needed

Air Conditioner	Check A/C filter/baffles/drain tube; see Air Conditioner on page 5-18 .
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Every 1,600 km or 60 days

Escape Window	Check operation of latches and upper hinge and lubricate.
Smoke Alarm, CO Detector	Test and replace battery as required.
Tyres	Check tyre pressure, see Specifications on page 4-3 .
Coupling Assembly	Check for loose bolts or unusual wear.

Every 8,000 km or 90 days

Main Door Latch	Lubricate with dry graphite
Exterior Door Locks	Lubricate with dry graphite.
Exterior Hinges	Lubricate with light household oil.
LPG Hold-Down	Lubricate with light household oil.
LPG Regulator	Check bottom vent for obstructions.
Wheel Lug Nuts	Torque to specifications, see Specifications on page 4-3
Breakaway Cable	Inspect and service; see Breakaway Cable and Parking Brake on page 8-11 .
13 Pin Plug	Apply a light electrical-contact grease or dielectric; see Towing Electrics on page 7-5

Every 8,000 km or 90 days

Exhaust Fans	Clean fan blades and wash filter.
Roof Vent Elevator Screws	Lubricate with light household oil.
Main Door Step	Lubricate and inspect moving parts.

Every 10,000 km or 12 months

Tyres	Inspect and rotate
Windows, and Door Seals	Clean and treat; see Cleaning and Treating Window Seals on page 6-3 .
Exterior	Wax
Escape Window	Lubricate latches with silicone grease every 6 months or as needed.
Brakes	Inspect and service; see Brakes on page 8-10 .
Coupling Assembly	Inspect and service; see Coupling Assembly on page 8-11 .
Wheel Bearings	Inspect and service; see Brakes on page 8-10 .
Battery	Clean, neutralise, and coat terminals with petroleum jelly. (lead acid only).
LPG Tanks	Have purged by LPG supplier every year.
Seams	Check and reseal exterior seams, windows, lights, and vents as needed.
Interior Cabinetry	Visual Inspection of latches Locks, Hinges and Slides. Silicone Spray as needed.
Water Heater	For maintenance items; see Water Heater Maintenance and Winterising on page 8-17
Fresh Water System	Sanitise fresh water system; see Sanitising on page 8-13

Regular Maintenance

The maintenance schedule on the opposite page is provided as a high-level guide for planning maintenance, but it should not be relied upon as being all-inclusive.

The schedule does not cover items that should be checked before travelling each time or detailed processes that can be found throughout the manual that may include intervals not listed in the schedule.

Please read the entire manual to ensure you are not missing critical items, which provide more detailed maintenance recommendations for the major components and systems.

Additionally, the appliances installed in your Airstream typically include manuals provided by their respective manufacturers. These are often found in your owner's packet and may include their own maintenance requirements, which are not covered in detail in this manual.

Before leaving the factory, every vital part of the trailer is tested for performance. Each test is signed and certified by an inspector. After the trailer arrives on your dealer's lot, all vital parts and systems are again tested. When you take delivery of your new trailer, you will receive a complete check out.

Please contact your dealer if your trailer needs service. Major service under your warranty is available through your Airstream Dealer.

Annual Service

Most owners do not have expert knowledge of trailer systems or the time and inclination to undertake effective annual servicing.

It is strongly recommended that the Airstream is serviced at least once a year by an authorised Airstream dealer.

Servicing should be undertaken annually, up to 90 days before or up to 60 days after the anniversary of the registration (purchase) date.

Your Airstream dealer will be familiar with all aspects of Airstream construction, able to carry out any necessary work or repairs, and have access to the proper parts.

A full list of tasks performed during a service can be provided by your Airstream dealer on request. A Service Certificate is usually issued upon completion, listing the tasks performed.

Modification

Generally, any modifications of the Airstream, by anyone other than an authorized Airstream dealer, are not recommended.

Never conduct 'do it yourself' modifications on electrical or LPG (liquid petroleum gas) systems, and do not allow modification of electrical or LPG systems and appliances except by qualified persons.

Any replacement parts for an appliance shall conform to the appliance manufacturer's specifications and should be fitted by an authorised agent.

The chassis is designed and built to precise tolerances and must not be drilled or welded. When fitting spare parts to the chassis including the axles, brakes, coupling etc., only genuine parts from the original chassis manufacturer may be used. This is to ensure the type approval retains its validity in accordance with national and international regulations.

NOTICE

Airstream Inc. reserve the right not to approve a warranty claim if the original construction of the Airstream has been tampered with or repaired other than by Airstream's European distributor or an Airstream dealer or service workshop approved by them.

Wheels and Tyres

Spare Tyre

The spare tyre for your Airstreams is stored under the rear roadside bed and can be accessed from the exterior through the rear storage compartment.

Tyre Changing

Jack Selection and Placement

The Airstream is not supplied with a jack or axle stand; you must purchase both as part of your personal Airstream tool kit. The choice of jack is the owner's responsibility.



To change a tyre with a jack, see the label affixed to the underbelly located to the rear of the wheels. This label reads **JACK** with an arrow pointing to a plate riveted to the mainframe rail where the jack head must be placed. Always place the jack on a firm, level surface to

ensure stability. Always read and follow the manufacturer's instructions before using the jack.

When selecting a jack, consider the following:

- Ensure the jack you purchase is rated to lift the load it will carry when jacking your Airstream. In practice, you will be lifting approximately half the laden weight of the Airstream when lifting one side.
- A trolley jack has wheels and may move with minor shifts of the jacked trailer, whereas a bottle or scissor jack remains static.
- Portable trolley jacks are available; ensure that any jack and axle stand you choose are rated for no less than 2 tonnes (2000 kg)

⚠ WARNING

To raise the Airstream for a wheel change, you must use a jack. Corner steadies should only be used to stabilise the trailer and must not be used to lift it. When lifting is required, such as changing a tyre, place the lifting jack under the main frame rail only. Never use corner steadies for lifting.

⚠ WARNING

Never attempt to change any tyre on the trailer without securely chocking the trailer's remaining wheels. Never position yourself in a manner where a raised trailer can come down on you if it should become dislodged from a jack or ramp.

⚠ WARNING

When removing aluminium-forged wheels from spindle, it is very important to mark them to ensure the wheel is placed in the same position of the drum when reinstalling. If the aluminium-forged wheel is to be mounted on a different drum, it is important to sand all loose corrosion from the mating surfaces to avoid imbalance.

⚠ WARNING

If you suffer a flat tyre and need to change the wheel by the roadside, especially with fast-moving traffic, first check the orientation of the spare wheel carrier. If it would require pulling the carrier out on the traffic side, call for roadside assistance rather than attempting removal yourself.

Wheel Removal and Installation

Whenever possible, change a wheel when the Airstream is parked on level ground and keep the Airstream hitched to the tow car.

If the flat tyre on a single-axle trailer leaves insufficient clearance for the jack, place a levelling device beside the flat tyre and carefully tow the Airstream onto it to increase clearance.

1. Apply the tow car handbrake and the Airstream parking brake.
2. Lower the jockey wheel so it is in contact with the ground and clamp it in position. The front weight of the Airstream will be shared between the jockey wheel and the tow car coupling during jacking.
3. Chock the wheel(s) on the opposite side securely, placing chocks both in front and behind the wheel(s).
4. Using a wheel brace, loosen (but do not remove) the wheel bolts on the wheel to be changed while the tyre is still on the ground to prevent rotation.
5. Position the jack under the main frame rail (see Jacking Procedure) and raise the trailer until the tyre is approximately 75 mm (3 in.) off the ground. Place an axle stand under the chassis rail just aft of the axle and lower the jack until the axle stand is bearing the load.
6. Lower the corner steadies on the same side only to provide additional stabilisation.
8. Remove the wheel bolts completely and remove the wheel.
9. Retrieve the spare tyre; [see Spare Tyre on page 8-4](#). Check it for any damage or distortion. It is recommended you do not place the damaged wheel in the spare storage where it may be forgotten.
10. Ensure the hub, wheel, and bolt seats are clean and dry. Fit the wheel and hand-thread all lug nuts to avoid cross-threading, then snug them with a wrench so the wheel sits flush but do not torque until the wheel is on the ground.
11. Ensure no persons are under or inside the Airstream. Raise the jack slightly to remove the axle stand. Raise the corner steadies.
12. Lower the jack until the wheel contacts the ground, and finally tighten all nuts to the specified torque using a torque wrench; [see Lug Nut Torquing on page 8-6](#).

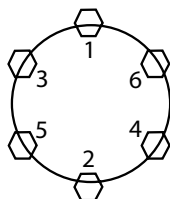
⚠ WARNING

Although a jack must be used to raise the Airstream, it must not be relied upon as the final support. Use an axle stand. Before going beneath the trailer (such as to remove the spare wheel), ensure it is supported securely as described above.

Maintenance

Lug Nut Torquing

Before each trip and any time a wheel is replaced, be sure to tighten the wheel nuts following the lug-pattern sequence shown below. If the wheel was replaced, check the torque after 8 km (5 mi), 40 km (25 mi), and 80 km (50 mi).



⚠ WARNING

Use a torque wrench to tighten lug nuts. Tightening by hand or with an impact wrench is not recommended. For lug nut torque values, see [Specifications on page 4-3](#)

Trailer wheels are subjected to higher stresses than typical passenger car wheels. On a tandem-axle Airstream, each wheel may carry up to approximately 500 kg at maximum load. Unlike car wheels, trailer wheels do not steer, and they are exposed to significant side loads when the trailer negotiates tight corners or slow, sharp turns.

These side loads can cause the wheel to flex and may gradually loosen the wheel nuts. Although the wheels are designed and manufactured to handle these stresses, excessive or uneven loads can still result in nut loosening and potential safety hazards.

If you notice wheel wobble or hear rattling from a wheel, particularly at low speeds, a wheel lug nut may have become loose. This is usually caused by improper tightening or by damaged or faulty lug bolt threads.

If a loose lug nut is suspected:

- Safely stop the vehicle as soon as possible.
- Place warning devices around the trailer.
- Check the tightness of all lug nuts.
- Tighten all lug nuts to the specified torque using a torque wrench.

If any stud threads are damaged or faulty, seek professional service assistance before driving the trailer further.

⚠ WARNING

WHEEL SEPARATION CAN OCCUR:

1. **When removing or reinstalling wheels, torque the lug nuts at the beginning of the first trip, and at 8 km (5 mi), 40 km (25 mi), and 80 km (50 mi).**
2. **Thereafter, check lug nuts before each trip.**
3. **Following winter storage, check lug nuts before beginning a trip**
4. **Following excessive braking, inspect and torque.**

Tyre Load and Inflation Information

Maintaining proper tyre inflation pressure is essential for both tyre safety and performance.

⚠ WARNING

Do not exceed the maximum speed rating of the tyres installed on your trailer. Failure to heed this warning could cause catastrophic tyre failure resulting in property damage, personal injury, and/or death.

Proper Tyre Inflation

The level of air in your tyres affects your vehicle's overall performance. The tyres of the Airstream must be inflated to the recommended pressures; [see Chassis Component Table on page 4-4](#).

Air pressure should be checked based on the load on each individual tyre. Cold inflation pressure should be adjusted to handle the maximum tyre load, and all tyres on the axle should carry the same inflation pressure. Cold tyre inflation pressure is the tyre pressure checked in the morning before you drive more than a few kilometres or before rising ambient temperatures or the sun's radiant heat affects it.

NOTICE

If tyre pressure adjustments are being considered due to actual loading conditions, consult the tyre manufacturer's official load and inflation tables to determine the appropriate pressure. Never exceed the maximum pressure rating stamped on the tire sidewall.

Underinflated Tyres

Underinflation increases the risk of damage from road hazards, reduces casing durability, decreases fuel efficiency, and causes uneven or irregular tyre wear. Severe underinflation also raises the risk of tread separation, handling difficulties, and possible tyre failure due to overheating.

If minimum inflation pressure requirements are not met, tyre durability and optimal operating conditions are compromised. Tyre inflation pressure should always comply with the guidelines for the vehicle's weight.

Observe the following:

- It may be necessary to inflate your tyres at a service centre in order to achieve adequate air pressure for your trailer's needs.
- Only permanent air seal metal valve caps should be used.
- If a tyre has been operated at approximately 20% below its recommended inflation pressure, it must be dismantled and inspected by a trained professional. It must not be re-inflated without a full inspection or the use of a safety cage. Always use a calibrated gauge. Tyres rated for higher inflation pressures require a gauge suitable for larger tyres.

⚠ WARNING

Due to RISK OF EXPLOSION damaged tyres or tyres run with more than a 20% underinflation (approximate) must be dismantled, inspected by a qualified technician, and should not be inflated without using a safety cage.

- Do not bleed air from warm tyres to reduce pressure.
- Do not inflate tyres to cold pressure rating beyond rim specifications.

How Overloading Affects Your Tyres

Tyre pressure is what enables your trailer tyre to support loads, thus, overloading can have serious consequences. Too much weight can cause stress on the suspension system components, brake failure, handling and steering problems, irregular tyre wear, and possible tyre failure. If you discover that your tyres cannot handle the load, lighten the weight of the load on your tyres.

Weighing Your Trailer or Towed Vehicle

Since a trailer or towed vehicle adds to the load on the tyres, it is crucial to properly weigh towed vehicles; [see Preparing to Tow on page 7-2](#).

Tyre Care

The most important function of tyres are to provide traction while moving, and grip when steering or stopping. The tyres on your trailer are designed for highway use and must be properly maintained in order to maximise tyre life, as well to provide a safe mode of transportation.

As a rule of thumb, tyres are unlikely to last more than 5 years with careful use.

Tyre life will be maximized by removing wheels in winter and storing inside and running tyres at correct inflation pressures. If you have any doubt about the suitability of any tyre, it is safest to change it.

Tyre Care Tips

To reduce the risk of tyre failure, we strongly recommend the following:

1. Check the pressure in your tyres, including your spare, at least monthly when the tyres are cool (after the vehicle has stopped three hours and then driven less than one mile). Do not reduce pressure when tyres are hot. Use a tyre gauge to check pressure and maintain it at the recommended level.
2. Never overload your tyres. Heed the maximum load-carrying capability of your tyres.
3. Check your tyres frequently for scrapes, bulges, separations, cuts, or snags resulting from use. See your tyre dealer immediately if any such condition is discovered.
4. Never operate your vehicle in excess of lawful speeds or the maximum speeds justified by driving conditions, or in excess of speeds recommended for the tyres you are using.
5. Make every effort to avoid running over objects that may damage the tyre through impact or cutting, such as chuck holes, glass, metal, etc.
6. Never drive on smooth tyres. Tyres should be replaced when 1.6 mm (2/32 in.) of tread depth remains. In most countries, it is illegal to drive with less than this minimum tread depth.
7. Park out of the sun whenever possible when in warm climates. In desert regions, use tyre covers to prevent ultra violet light deterioration to tyres.

Tyre Inspection and Storage

Before taking your trailer on a trip or when removing it from an extended storage period, make it a practice to inspect the overall condition of your tyres. Check for any type of condition or damage that might result in failure. A thorough check should include both inside and outside sidewalls, tread area and the condition of hardware such as valve stems, valve caps, and wheels. The tread should be checked for any unusual wear, cracking, penetrations and/or cuts. An uneven wear pattern can indicate misalignment or worn suspension parts.

Since many trailers are used seasonally and sometimes stored for extended times, it is possible that tyres will take many years to wear out. Tyres, as any rubber product, will age over time. If tyres show cracking in the sidewall or tread surfaces are approaching the legal limit for areas you plan to operate, they should be replaced before your next trip.

At the end of the season, place the Airstream on axle stands so its weight does not rest on the tyres.

Better still, remove the wheels completely, store them flat in cool and dry conditions away from sunlight. Removing the wheels also reduces the risk of the Airstream being stolen. If this is not possible, then wheels should at least be rotated every few months to reduce un-even tyre distortion.

Tyre and Wheel Replacement

⚠ WARNING

When replacing tyres or wheels, the replacement components must be of the same type, construction, and size as those being replaced, and must have the necessary load rating.

For wheel and tyre size, inflation pressures, load specifications and torque values, [see Specifications on page 4-3](#) and [see Chassis Component Table on page 4-4](#).

Replacing a Tyre

Most trailers are towed at or near their maximum loads during hot weather and then left idle for extended periods. During normal use, oils within the tyre migrate to the surface during flexing and help protect the rubber from ultraviolet light. When tyres sit unused for long periods, this protective action does not occur, and natural ageing can cause premature cracking, particularly in the sidewall area.

Tyres that are over five years old should be inspected by a tyre specialist for signs of cracking and should be replaced even if there is little or no visible tread wear.

Some tyres are reinforced to withstand higher inflation pressures and carry additional weight (e.g., 225/70 R15 C). The “C” marking indicates a reinforced tyre. Do not replace this type of tyre with a standard tyre of the same size that does not carry the “C” designation.

Replacing a Wheel Rim

If a wheel rim requires replacement, it is essential that the correct zero-offset rim with the proper lug pattern is used. Most rims commonly available in Europe are not compatible with the axle system used on the World Traveler.

For this reason, owners should contact an authorised Airstream dealer to obtain a correctly matched replacement rim. The rim will likely need to be sourced from the United States to ensure compatibility.

Compatibility factors that must be matched include, but are not limited to:

- Zero-offset specification
- Bolt/lug pattern
- Centre hole diameter
- Stud length and diameter
- Wheel load rating
- Correct wheel nut shape and seating style

⚠ WARNING

Using an incompatible rim may prevent proper seating, reduce wheel retention strength, or cause unsafe towing conditions.

Axle and Brakes

The following sections provide an overview of the inspection and maintenance requirements for the axle and brake components. Axle and brake maintenance should be carried out at least once a year, preferably during the annual service.

Initial brake maintenance is due after the first 1,500 km. Under normal use, inspection and servicing of the axle and brake assembly every 12 months or every 10,000 km (whichever occurs first) is usually adequate.

Maintenance tasks include inspection of wheel bearings, brake linings, and drums, lubrication of bearings and moving parts, and verification of wheel-nut torque.

With increased usage or harsh conditions, maintenance should be carried out more frequently as required.

WARNING

Axle and Brake inspection, maintenance and adjustment should be undertaken only by a trained service technician. It is essential that the maintenance intervals are followed.

WARNING

Read and follow all warnings and cautions and adhere to all required maintenance intervals found in the axle and brake component manufacturer's manual. Failure to properly maintain these components could lead to an accident, resulting in serious injury or death.

Axles and Bearings

Depending on the hub model, axles may be fitted with either serviceable bearings or sealed (unitised) bearings. Serviceable bearings require periodic lubrication, which should be carried out every 12 months or 10,000 km (whichever occurs first). During each service, the bearings should be inspected for play and wear. If excessive play is detected, the bearings must be removed, inspected, and replaced as required.

Sealed (unitised) bearings are a single assembly with integral lubrication and do not require routine greasing. However, they should still be inspected during service for play, damage, or signs of wear. If any defects are found, the entire bearing assembly must be replaced.

WARNING

Never apply heat to the axle tube, as this will severely damage the rubber elements that provide the spring torsion action

Brakes

Initial brake maintenance is due after the first 1,500 km. Under normal use, servicing every 12 months or 10,000 km (whichever occurs first) is usually adequate.

Brake shoe linings should be inspected during the annual service to ensure a minimum of 2 mm of lining remains.

Coupling Assembly

The following sections provide an overview of the inspection and maintenance requirements for the components of the coupling assembly. Maintenance should be carried out at least once a year, preferably during the annual service. The frequency of replacement of these parts depends on the intensity of use.

⚠ WARNING

Inspection, maintenance and adjustment of the coupling assembly should be undertaken only by a trained service technician. It is essential that the maintenance intervals are followed.

Breakaway Cable and Parking Brake

The fitting of a breakaway cable is a legal requirement in many countries. At each use, ensure that the cable runs straight, does not snag on the coupling head, jockey wheel, or other accessories, and is not so slack that it drags on the ground. Check that there is sufficient slack for the tow car and trailer to fully articulate without the cable becoming taut or inadvertently applying the brakes.

The frequency of replacement of these parts depends on the intensity of use. Regularly inspect the cable and clip for signs of damage or fraying, and ensure any replacement cable meets the original specification. Lightly oil all moving parts, such as bolts and articulated points of the hand-brake lever

Drawbar

Under normal use, servicing the drawbar and overrun coupling every 12 months or 10,000 km (whichever occurs first) is usually adequate. Lubricate the overrun coupling at the lubricating nipples and lightly oil all moving parts, such as bolts and articulated points of the hand-brake lever and reversing lever. Grease the bushings via the nipples, remove the rubber gaiter, and apply grease to the drawbar as required.

Hitch Damper

The damper is a key component of the hitch. The damper absorbs the shunting loads during normal slow braking and emergency stops.

The damper is located inside the draw tube. Both parts are contained/ concealed in the hitch casing. Typical life of the damper is approximately 7 years. Over time, the seals will fail, which then allows the oil or nitrogen gas in the damper to escape.

If when the hitch head is pushed aft, it does not return/ rebound, this is a sign that the damper may need replacing. Oil leaking at the front of the hitch would also indicate deterioration of the damper and the need for service attention by a trained technician

Towbar and Coupling Head Prep

The tow-car coupling ball (towball) must present bare metal. If it is painted, remove the coating using fine (150-grit) wet and dry paper, remove any stubborn deposits, then degrease and wipe clean with aerosol brake cleaner or methylated spirits.

Check the coupling friction pads for dirt or deposits, clean them with the same paper grade, and wipe with brake cleaner. If the wear indicator on the friction lining is beyond limits, the lining must be replaced before towing; [see Hitch/Stabiliser on page 7-10](#).

The frequency of replacement of these parts depends on the intensity of use. Lightly oil all movable bearing points and bolts to extend service life and ensure the function and safety of the stabilising coupling head. Also check that the movement of the indicator pin in the ball chamber of the coupling head is free and unimpeded. If the safety indicator (where fitted) does not retract automatically when the ball is removed, the coupling head must be cleaned and lubricated; if it still fails, the device must be replaced.

⚠ WARNING

Check the coupling head and ball for play, damage, or deformation, and ensure the friction elements are within the wear indicator limit. Do not tow the trailer if worn beyond limits. The minimum diameter of the coupling ball at its narrowest point is 49 mm; replace if smaller.

Water Pump

Water Pump Access Location

The water pump and strainer are under the kerbside bed in front of the A/C unit. The Winterisation kit is located here as well.

Strainer Cleaning



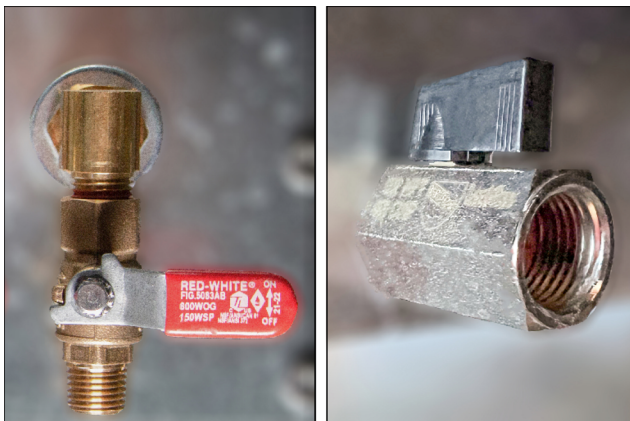
Locate the strainer housing (on the water line leading to the water pump inlet). Remove the transparent bowl (turn counterclockwise), and carefully pull out the strainer/screen. Clean and rinse with water (use a household detergent if necessary). Reinstall the strainer and bowl, being careful not to damage the seal. The bowl collects sediment and should be positioned under the housing as depicted above. Check for leaks prior to resuming normal operation.

Fresh Water System

Drain Valves

Valves can typically be identified as OPEN when the valve handle is aligned with the fitting or pipe.

Drain Valve Locations



The external stainless steel fresh water tank drain (example shown right) and fresh water system low-point drain valves (example shown left) can be found on the roadside under the trailer, on the galvanised steel tank pan. In addition, the water heater has a drain valve which is next to the water heater, roadside, under the bed. For draining; [see Water Heater Maintenance and Winterising on page 8-17](#).

Fresh Water Tank Draining

Pumping the water out with the self-contained water pump can empty the fresh water tank. Simply turn on the pump switch and open a couple of taps until the water will no longer drain out, or use the stainless steel valve located on the freshwater tank pan. Be sure to watch closely and turn the pump off when the tank runs dry.

NOTICE

Do not let the pump run dry for extended periods of time as this could damage the pump.

Sanitising

Airstream recommends sanitising the fresh water system before and after storage, after installing new components, and whenever contamination is suspected. How often to sanitise—and what solution to use—depends on how frequently your Airstream is used, the taste and quality of the water, and the environments it has been exposed to, such as extreme heat, high humidity, or questionable water sources.

Use a sanitiser that effectively disinfects without damaging system components. While bleach is widely used for its ability to kill bacteria, viruses, fungi, and some protozoa, it can also corrode metal and degrade seals. In some configurations, susceptible components, such as the water heater, cannot be bypassed, meaning the solution will circulate through the entire system. To avoid damage, Airstream generally recommends using an RV-specific fresh water system cleaner formulated to be safe for all fresh water system components. Follow the product's instructions for dilution and contact time.

If contamination is severe, bleach may be necessary. Refer to your water heater's manual for additional information. If bleach is not recommended, bypass the water heater whenever possible, and flush the system thoroughly when finished.

Use the standard sanitisation formula: 1 millilitre of household bleach per litre of water. This produces a 50 ppm free chlorine solution, consistent with RVIA ANSI A119.2 and widely accepted potable water disinfection practices.

Refer to the sanitisation procedure that follows to introduce the solution into the system:

1. Determine the amount of solution you need for your fresh water tank's capacity; [see Specifications on page 4-3](#).
2. Pour the appropriate volume of bleach into the fresh water tank. Immediately fill the tank using a mains water connection to dilute the bleach to the correct sanitisation ratio.
3. Open all taps (hot and cold) allowing the water to run until the distinct odour of chlorine is detected.
4. Leave the solution in for the product's recommended contact time (4 hours for bleach). Drain the tank, refill from the city water connection, and drain again. Repeat until the solution is flushed out.

Drain and Waste System

Your Airstream's drain and waste system includes holding tanks made from corrosion-free moulded plastic. For additional detail, [see Drain and Waste System on page 5-6](#). All tanks are emptied through a dump valve equipped with "T" handles, allowing you to individually open and drain each tank through a shared outlet and attached sewer hose.

All sink and shower drains empty into the grey water holding tank. The toilet empties into the waste water holding tank.

Check your monitor panel frequently. The toilet bowl cannot be emptied when the waste water holding tank is full. If the grey water holding tank is overfilled, drain water will back up into the shower floor pan, resulting in unsanitary conditions.

Draining the tanks as described in this section will protect them from freezing during storage. When travelling in sub-freezing temperatures, use a Winterising solution designed for RV use. Follow the directions on the container.

⚠ CAUTION

Failure to monitor holding tank levels could result in unsanitary overflow.

NOTICE

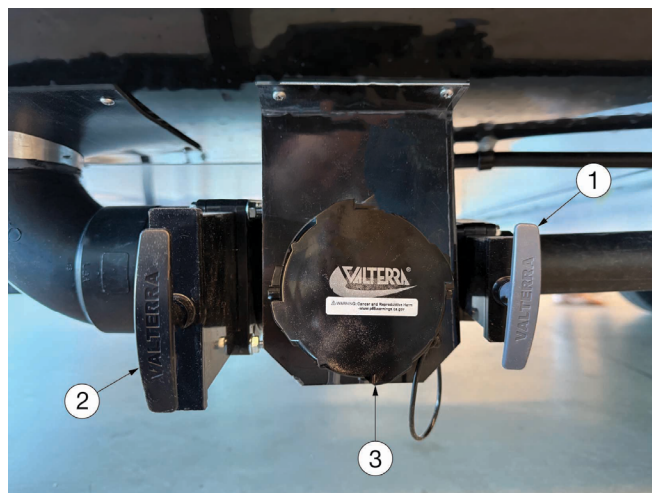
Never drain the tanks at any place other than an approved dumping station. Online resources and directories usually list dumping stations.

NOTICE

Do not use a pipe snake on clogged drains; it could damage internal drain system components.

NOTICE

Never flush hard or solid objects, sanitary napkins, facial tissue, or paper towels down the toilet and into the holding tank. They can get caught in the dump valve mechanism. Colored toilet tissue is slower to dissolve than white. Most motorhome accessory stores offer tissue designed for RVs that will dissolve.



1. Grey Water Tank Valve (grey T-handle)
2. Waste Water Tank Valve (black T-handle)
3. Drain Cap (Drain Hose Hookup)

There is a light to the left of the dump valves that can be turned on to assist with nighttime operation. The switch is located on the lens.

Emptying the Holding Tanks

In many European campsites, individual pitches do not have direct connections to mains drainage. Waste is typically emptied at a central disposal point. Because of this, owners may find it helpful to use a portable waste tank ("roll tank") to transfer waste from the trailer to the disposal site. Portable tanks with integrated wheels, a low inlet height, and a flexible hose compatible with the trailer's dump outlet are typically easiest to use. Fiamma® Roll Tanks and their Sanitary Flex Kit are examples of products ideal for this purpose.

Owners staying only a short time at a campsite may choose to empty the holding tanks at a drive-through dump station while travelling or at home (where permitted and appropriate for their plumbing setup).

Dump the waste water tank before the grey water tank. Doing so will help rinse the valve outlet and hose with grey tank water. Should solids accumulate, close the dump valve, fill the tank about half full with water, and then tow the trailer for a few kilometers. The turbulence of the water will usually dissolve the solids into suspension so the tank can be drained.

1. Attach the sewer hose by pressing the bayonet fitting onto the dump valve outlet; rotate clockwise until secure.

2. Attach the outlet end of the hose to the disposal site or to the roll tank; position the hose on a slope to ensure it drains completely.
3. Attach a water hose to the waste tank flush inlet on the side of the trailer (do not use the fresh water tank hose for this purpose).
4. Pull the waste tank dump valve handle outward to the stop and wait for the tank to fully drain.
5. Close the dump valve and flush the waste tank; [see Waste Tank Flush on page 8-15](#).
6. Pull the grey tank dump valve handle outward to the stop and wait for the tank to fully drain.
7. Close the dump valve and replace the bayonet ring cap before travelling.

Extended Stays

The system is designed to provide complete self-contained toilet facilities, while on the road or parked, without being connected to a sewage line. It may also be used in the stationary position while connected to a sewage hose. Keep the dump valves closed with either method and empty the tanks when they are nearly full. The idea is to send a large volume of water through the tanks and hose at the same time to float solids away.

After the sewage tank has been emptied, close the dump valves and put approximately 19 litres (5 gallons) of water in the sewage holding tank using the waste tank flush inlet. This will spray the interior of the tank with water and help prevent solids from building up in the sewage holding tank. The addition of a deodorising agent like Aqua-Kem® will help prevent odours.

Waste Tank Flush



Your Airstream has a garden hose-style connection to flush the waste water holding tank. Airstream advises flushing the waste tank each time it is emptied to prevent clogging of the water jets and accumulating waste solids inside the tank. Start by emptying the waste tank at an approved dump station and close the dump valve. To flush the tank:

1. Attach a water hose to the flush inlet (do not use the fresh water tank hose for this purpose).
2. Turn the water on and monitor the waste tank level. A spray head with multiple holes will spray the tank's interior surface. Fill the tank about half full and turn the water off.
3. Empty the waste holding tank; [see Emptying the Holding Tanks on page 8-14](#).
4. Close the waste holding tank valve and repeat this process until the water runs clear.

NOTICE

Use the waste tank flush regularly to keep the holes on the spray head from becoming clogged.

Drain System Cleaning

The only cleaning agents that can be used without causing harm to the system are household ammonia and tri-sodium phosphate in small quantities. Do not use any product that contains any portion of petroleum distillates. This type of product will attack the rubber seals of your toilet and dump valve. Also, do not use any dish detergent or abrasive cleaners. All products should be marked as approved for ABS drainage systems.

Winterising and Storage

The main consideration in Winterising your trailer is to guard against freeze damage to the fresh water system, including lines, tank, and pump; the waste drain system, including traps and tanks; the water heater, and the batteries.

When storing your trailer for short or long periods, use the same precautions as you would in your home regarding perishables, ventilation, and rain protection. In addition, for prolonged storage periods, flush out all the drain lines and the holding tanks. Also, drain the entire water system, including the water heater and the water storage tank, using the following instructions.

Winterisation Procedure

Below are the basic steps to completing the Winterisation process. It can be time-consuming and challenging to drain all of the water from the system. These tasks require an average mechanical skill level. If you are unsure of your ability to remove all the water from the system successfully, please seek assistance.

The goal is to get all the water out of the system to prevent freeze damage. We recommend allowing the system to drain for several days. You will need an adapter with an air regulator to connect an air compressor to the mains water inlet and access to an air compressor.

1. Empty and flush the holding tanks at a dump station (*this is very important as the sewage in the tanks, if frozen, could seriously damage the tanks*); see [Emptying the Holding Tanks on page 8-14](#).
2. Level the trailer from side to side and front to rear. Open all taps.
3. Turn the water pump switch to the ON position to expel water from the storage tank
4. Open all drain valves; see [Drain Valve Locations on page 8-12](#)).
5. While the water is draining from the system, open and flush the toilet-flushing valve. Operate the shower head while holding it down inside the tub and drain all water from the flexible hose.
6. Turn the pump switch OFF as soon as all of the water has been removed from the storage tank.
7. Disconnect the outlet hose from the water pump. Turn the pump on until all the water is expelled. This water, about 120 ml (1/2 cup), can be caught in a towel or rag.

8. Reconnect the water pump outlet.
9. Lower the front of the trailer as far as the jack will allow and let the trailer sit until water ceases to drain (no droplets are forming), then crank the jack up as high as it will go until water ceases to drain.
10. Close the water heater inlet and outlet valves and open the water heater bypass valve.

NOTICE

The furnace/water heater manufacturer does not recommend blowing air through the water heater or adding antifreeze to the water heater. Air pressure and antifreeze will cause damage to internal components. Refer to the manufacturer's user manual for Winterisation instructions.

11. Using the adapter mentioned at the beginning, apply, at max, 3.45 bar (50 psi) air pressure to the mains water inlet until only air is coming out of the taps. You may need to open and close taps one at a time and repeat this step several times to force out trapped water.
12. Pour a cup (240 ml) of non-toxic RV antifreeze into the lavatory sink and tub drains to prevent trap freeze-up.
13. Remove the batteries from your trailer and store in a cool, dry place where there is no danger of freezing. It is very important for optimum life of a battery to check it periodically and to keep it fully charged.

NOTICE

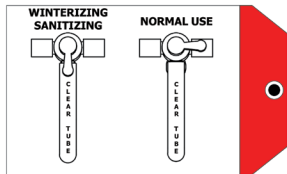
Remove all RV antifreeze spillage from all drain and tap parts after Winterising. Failure to do so could damage the plumbing fixture's finish. Do not use water to rinse antifreeze down the drain as it will dilute the antifreeze.

As an added precaution during Winterisation, consider adding non-toxic RV antifreeze (approved for drinking water systems) to the fresh water system using the pre-installed Winterisation Kit. Even after blowing out the lines, small amounts of water may remain trapped in the fresh water system, water heater, or both. If there is any doubt that all water has been fully cleared, this step is highly recommended.

Before starting, read the label on your RV antifreeze for instructions specific to the product you're using. You may need 8–12 litres (2–3 gallons) to fill the entire system, so plan accordingly. It's helpful to have another person assist by opening and closing taps and shower head while you perform the procedure.

The Winterisation Kit is near the water pump, [see Water Pump Access Location on page 8-12](#). For drain valve locations, [see Drain Valve Locations on page 8-12](#).

1. Reconnect all lines and shower heads that were disconnected in the previous steps.
2. Close all the drain valves.
3. Antifreeze cannot be introduced into the water heater. Ensure the water heater inlet and outlet valves are closed, and the water heater bypass valve is open as mentioned in earlier steps.
4. Open the sink and shower drains if they are closed.
5. Open all the taps, including the shower head tap handle and, if equipped, the external shower head.

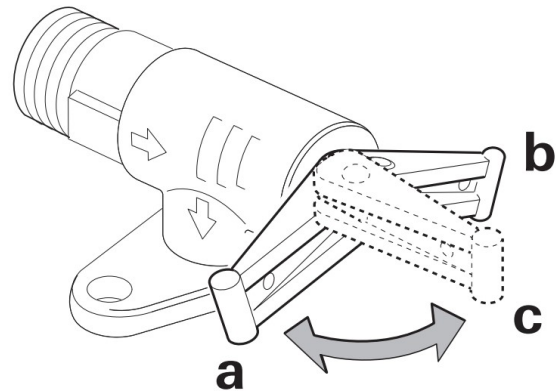


6. Go to the Winterisation kit and turn the valve handle to the Winterising position as indicated on the tag attached to the kit (shown above).
7. Uncoil the hose attached to the kit, remove the hose cap, and insert the hose down to the bottom of the RV antifreeze container.
8. Turn the pump switch on and run it until antifreeze starts coming out of the taps. Once antifreeze runs from one tap, turn it off and continue to the next one. Move from one fixture to the next, shutting them off as you go until all the lines are full. As you empty each antifreeze container, turn the pump off, transition to a full container, and turn the pump back on to continue.
9. Allow the antifreeze to flow down drains. Flush the toilet and allow antifreeze to flow down the toilet. If equipped, operate the toilet hand sprayer until antifreeze is coming out. Work the hand shower sprayer while holding it down in the tub until antifreeze is coming out, and if equipped, do the same with the external shower head. Any remaining antifreeze can be dumped down a drain.
10. Shut the pump off once all the lines are full.
11. Open all the taps and leave them open.
12. Turn the Winterisation kit valve back to the normal use position, place the cap back on the hose, and coil it back up for storage.

Water Heater Maintenance and Winterising

⚠ WARNING

Never actuate the drain lever if the water heater is under pressure and/or still hot. Use caution when operating the drainage valve to avoid potential scalding injury from hot water.



Once a year, operate the relief valve/drain manually to ensure water channels are clear. Every three years, the pressure relief valve should be inspected by a qualified technician. Please refer to the manufacturer's manual for required maintenance intervals. The furnace/water heater requires periodic service (e.g. decalcification). To drain the water heater, turn off the water pump and ensure the system is cool and not operational. Move the lever on the end of the valve to position (c) as depicted above. Water will drain via the drainage socket. To close the valve for normal operation, move the lever to (a or b); [see Drain Valve Locations on page 8-12](#).

NOTICE

When travelling to a location where freezing conditions are likely, or when storing the trailer, be sure to drain all water from the water system and water heater.

NOTICE

If warranty service is required, use only a service location recommended by the furnace manufacturer or your Airstream dealer.

NOTICE

The furnace/water heater manufacturer does not recommend blowing air through the water heater or adding antifreeze to the water heater. Air pressure and antifreeze will cause damage to internal components. Refer to the manufacturer's user manual for Winterisation instructions.

Restoring Service After Winter

1. Re-install the fully charged batteries.
2. Close the dump valve, all water taps, and fresh water tank drain.
3. Add water to the fresh water tank.
4. Turn on the water pump.
5. Open and close the taps one at a time until the water runs clear at all taps signaling RV non-toxic antifreeze is flushed out of lines. Go back and recheck water clarity at all taps.
6. Turn off the water pump.
7. Hook up to a mains water supply, open the taps again, and recheck water clarity.
8. Once the system is flushed of all RV Antifreeze, the water heater can be used. Close the water heater drain valve. Open the water heater inlet and outlet valves and close the water heater bypass valve.

Doors

Main Door Lubrication

Apply a little paraffin or grease to the striker pockets and a slight amount of household oil to the lock mechanisms to keep the locks operating smoothly. Also, lubricate the hinge pins periodically with household oil. Use the lubricant sparingly and remove any excess from exterior skin immediately.

Main Door Adjustment

Main door adjustment can be affected by:

- The trailer being improperly leveled (causing twisting of trailer body/shell).*
- Striker bolt alignment being out of adjustment, (striker bolt is adjustable).
- Screen door being out of adjustment, resulting in a situation of the door rubbing the frame, or not closing flush (which will create pressure on the door).
- Main door has come open at some point introducing a change to the contour of the door frame (check for sheared rivets on interior skin of door).

* When using the stabilizers (for eliminating movement-not leveling) on your Airstream be sure to check the fit of your main door before and after extending stabilizers. The fit of the main door can be affected if trailer is not level side to side and front to back.

Windows

For special cleaning and care instructions for the windows, [see Acrylic Window Care on page 6-3.](#)

Sticking Windows

Forcing the window open may cause the window to shatter. Always follow the guidelines below for releasing a stuck window. If the window is severely stuck, refer to a service centre to have it released.

1. Unlatch the window latches securing the windows on the interior.
2. Apply some 3M silicone lubricant to a nylon wedge window tool.
3. Starting in the corner, carefully tuck the end of the nylon tool under the acrylic glass and gently slide to the opposite end.

WARNING

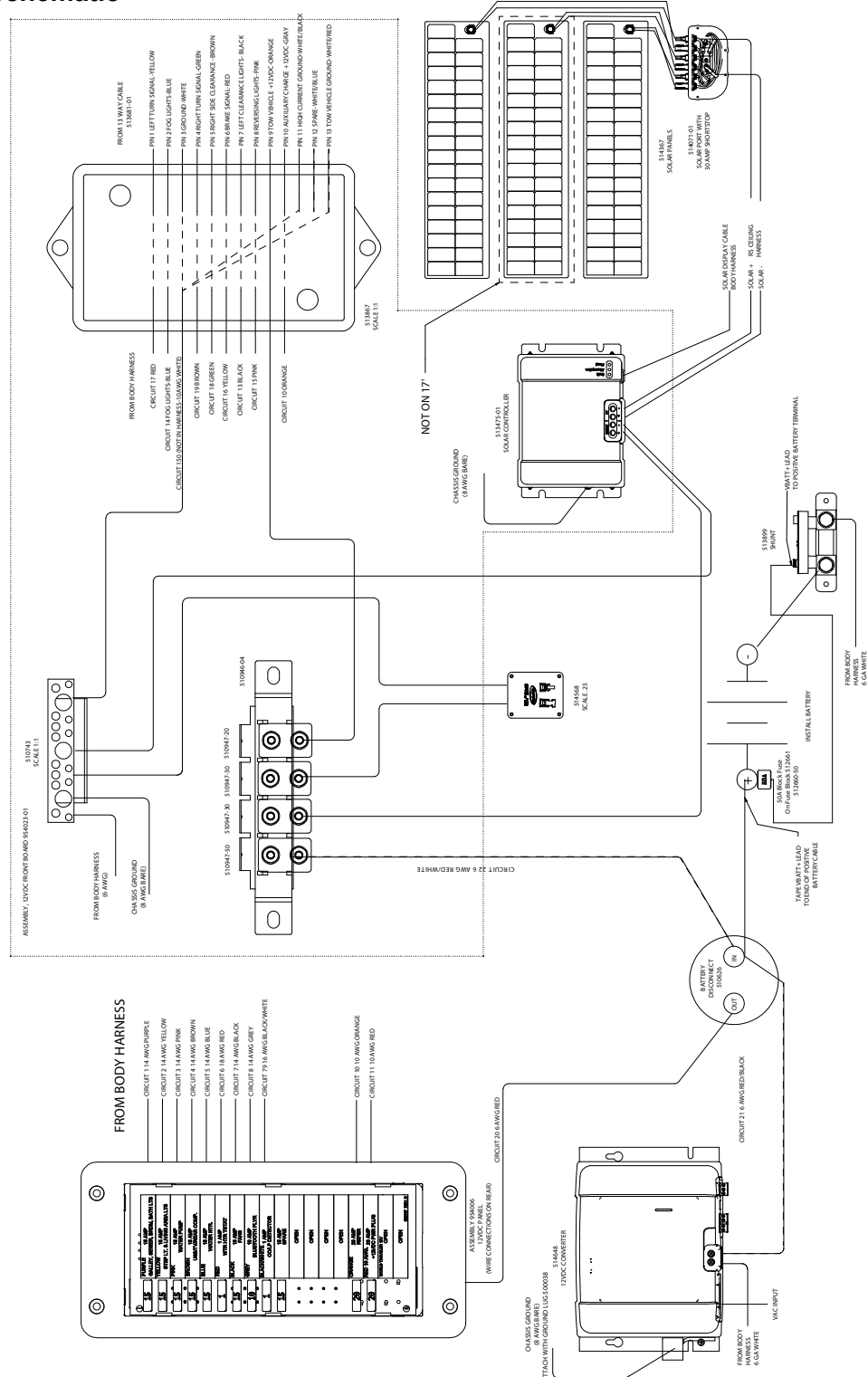
Do not force, pry, or apply excessive pressure when opening the window. Ignoring this warning could cause the window to break and may result in personal injury.

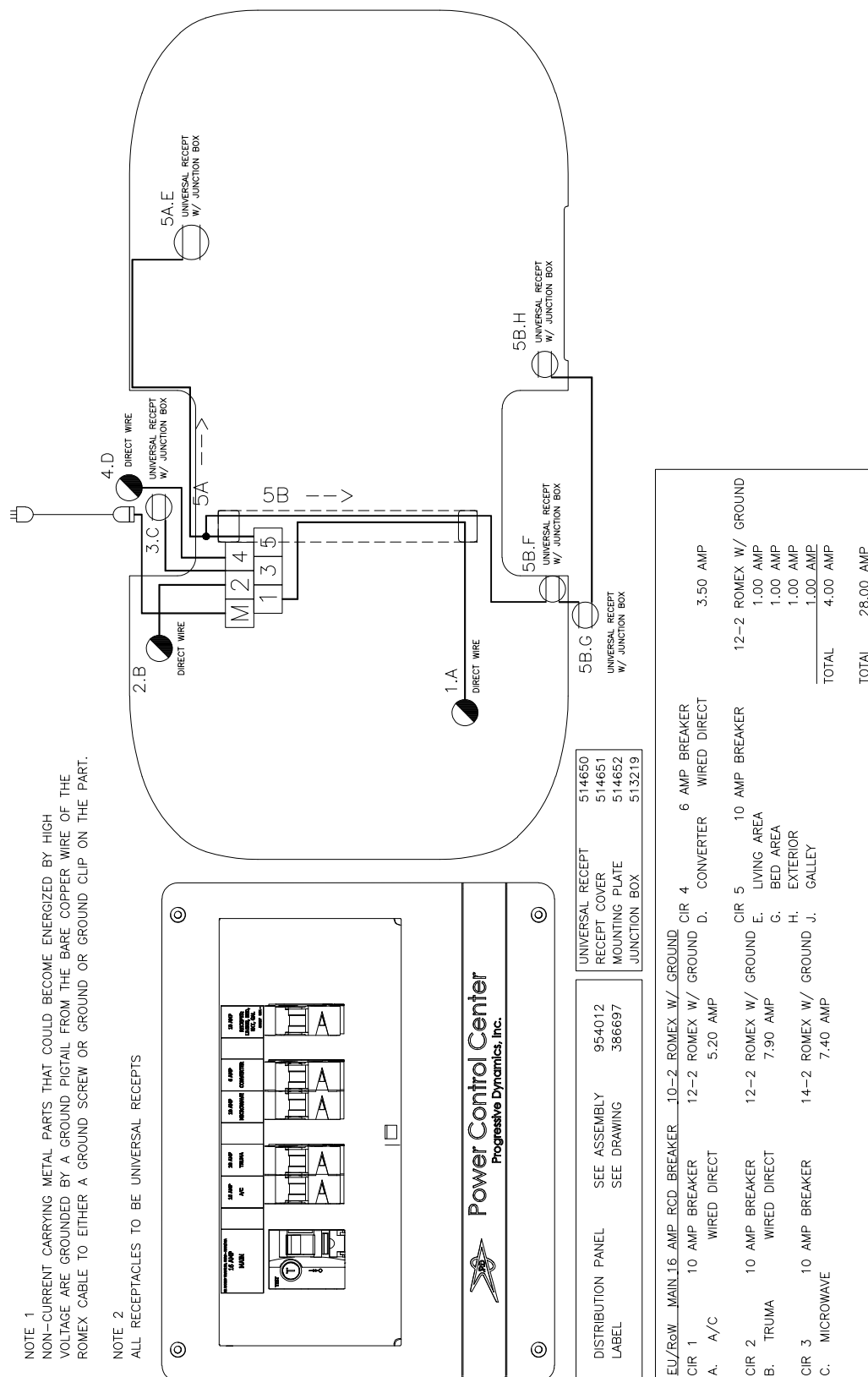
4. Once the window is released, clean the window and seals, and treat the seals with silicone. For more information on how to properly clean the windows and seals, and how to treat the seals; [see Acrylic Window Care on page 6-3.](#)

Electrical Diagrams

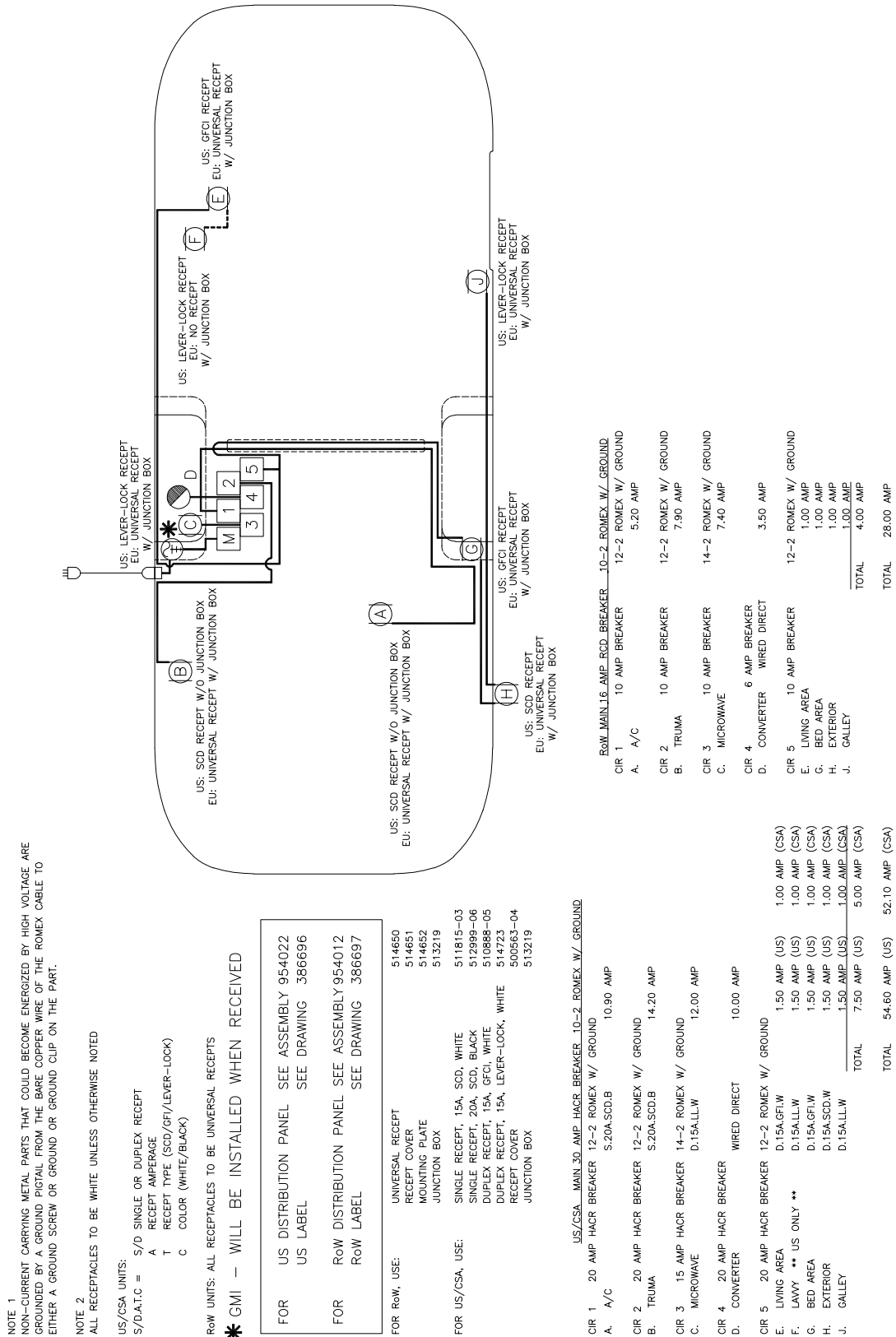
The following diagrams are provided for reference purposes only and illustrate the general layout of the electrical system. Circuit protection, wiring, and components are designed to comply with applicable standards.

12-Volt Main Schematic



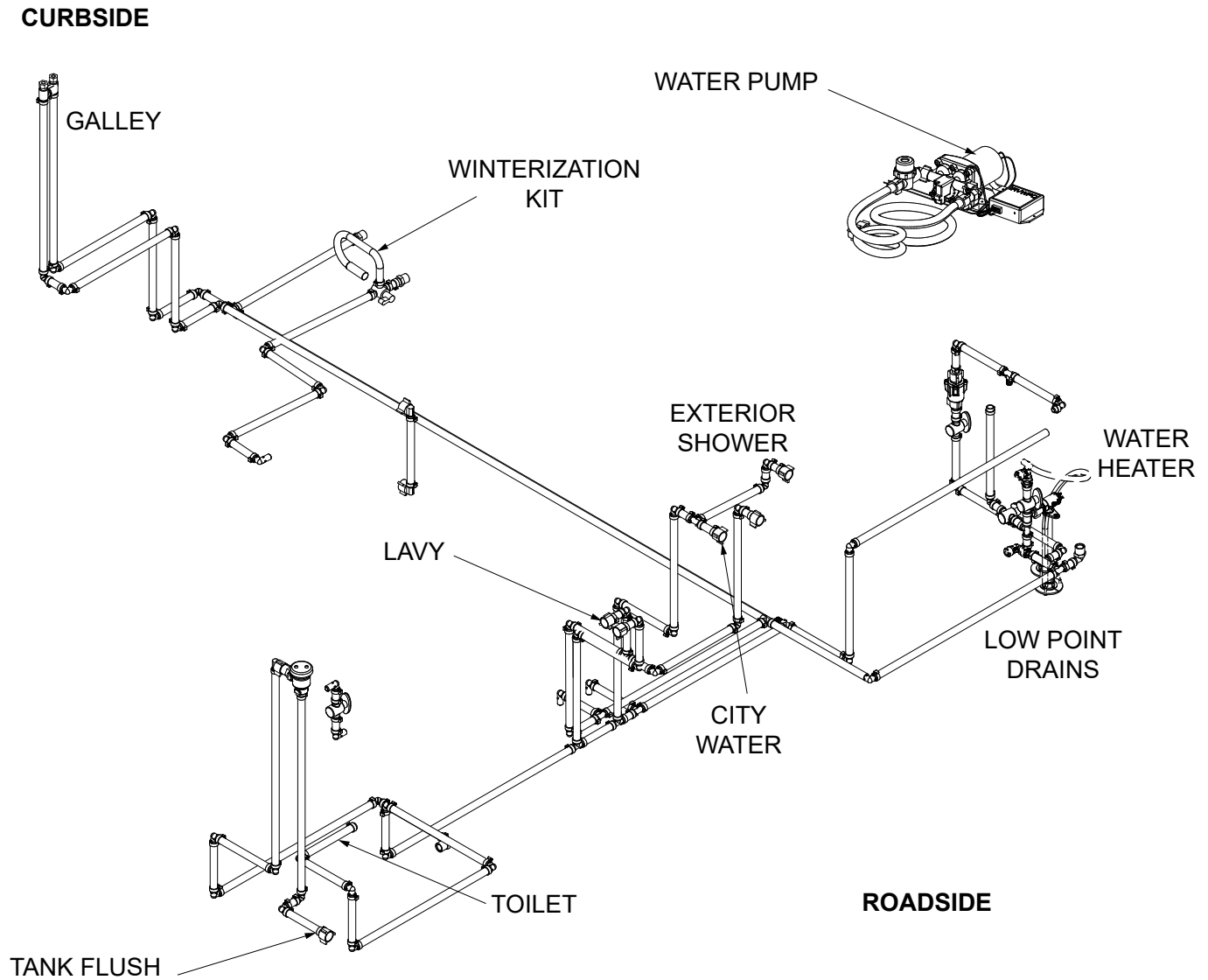


22RB - 230-Volt/30 Amp Diagram



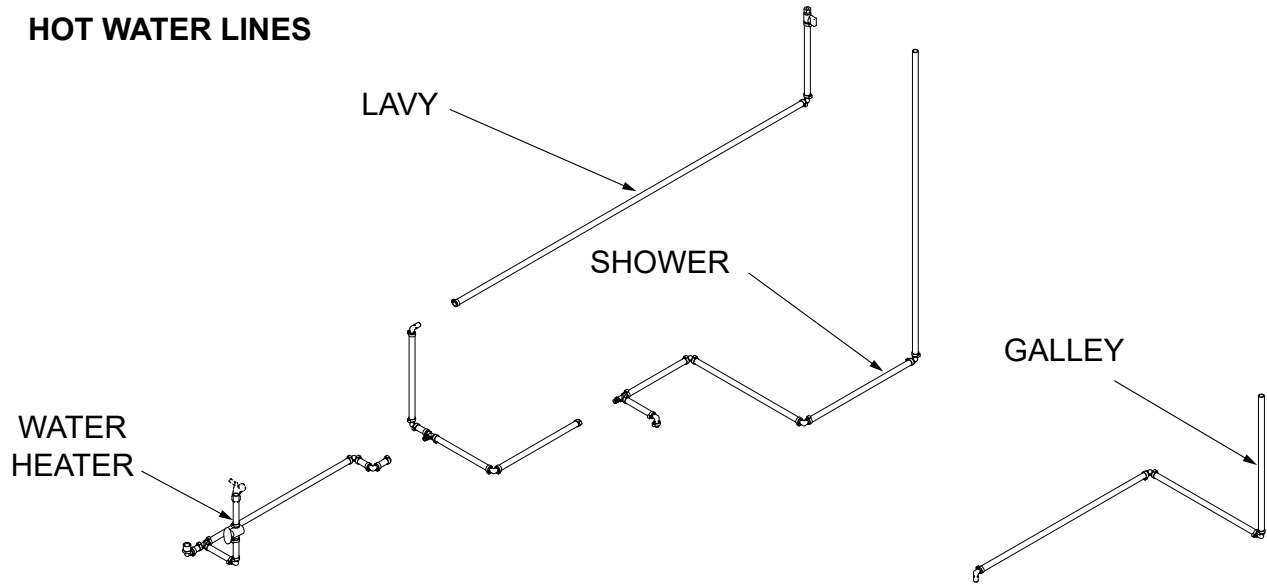
Fresh Water Layouts

17RB - Fresh Water Layout

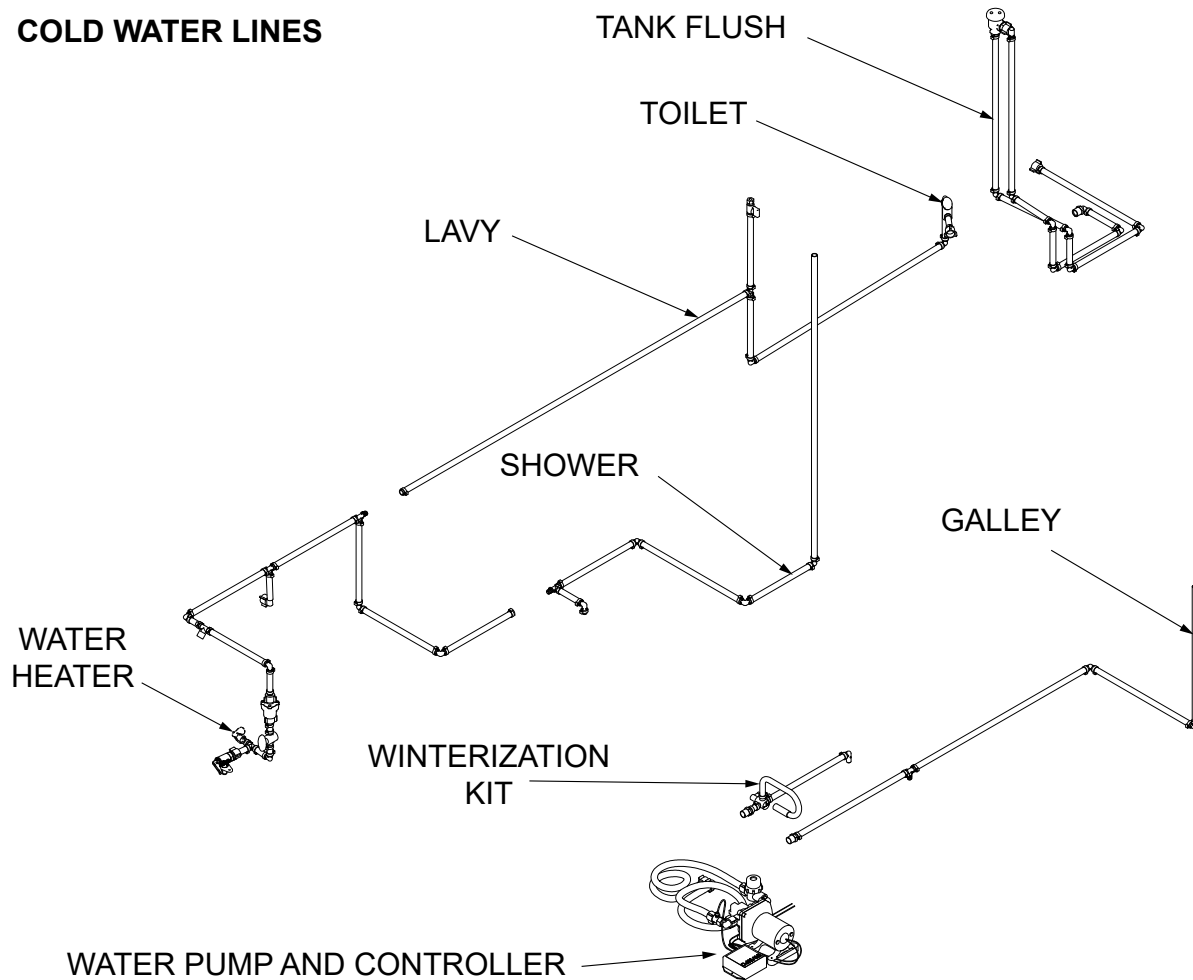


22RB - Fresh Water Layout

HOT WATER LINES



COLD WATER LINES



FAQs and Answers

Electrical

1. *What size of generator is needed to operate my Airstream?*

Answer: A 1 kW generator may be used to charge just the batteries. However, if wanting to run appliances such as microwave or AC units, it is recommended to have at least 4 kW. (This is for a 16-Amp system). Many Airstreamer's accomplish this using two portable generators run in parallel.

2. *I was told my Airstream is pre-wired for solar panels. What does this mean?*

Answer: Wiring has been installed throughout your trailer for the solar package Airstream is currently using. For more information on solar packages, you may wish to contact your Airstream dealer. Also, [see Solar Power Charging on page 5-15](#).

3. *Do you recommend using a surge protector when plugged into shore power?*

Answer: Your Airstream is breaker protected. However, with the use of more personal electronic devices and the number of RV users in parks, added protection is always a plus.

4. *What is the battery disconnect switch function?*

Answer: It is a switch that disengages or engages the 12-volt power supply from the house batteries to everything but the LPG detector. The switch is used to cut power when the trailer is not being used or put into storage to preserve battery charge; [see Battery Disconnect Switch on page 5-12](#).

5. *What does the power converter do in my trailer?*

Answer: The converter takes 230-Volt AC shore power and turns it into 12-volt DC to keep batteries charged and power 12-volt items in your trailer; [see Converter/Charger on page 5-9](#).

Plumbing

1. *Is it recommended to leave the dump valves open when connected to a sewer hookup?*

Answer: No. This would cause a buildup inside the tank; [see Extended Stays on page 8-15](#).

2. *How does the waste tank flush work?*

Answer: For information on how to use the tank flush, [see Waste Tank Flush on page 8-15](#).

3. *Do I need a water regulator?*

Answer: No, your Airstream is equipped with a built in regulator rated for 3.45 bar (50 psi).

4. *How do I get fresh water into my trailer?*

Answer: You can use the on board fresh water tank and 12-volt pump for your water supply when boon docking, or hook to a mains water source when parked at a campground; [see Gravity Water Fill on page 6-6](#) and [see Mains Water Connection on page 6-6](#).

5. *What is the difference between the grey water tank and the waste water tank?*

Answer: The grey water tank holds water from shower and sink drains. The waste water tank holds sewer water from the toilet.

Audio-Video

Appliances

1. *I am planning for a trip in my Airstream. How should I get the refrigerator cooled down?*

Answer: Cooling time will vary with exterior temperatures and time of day. Start by pre-cooling your refrigerator at least 12 hours prior to loading your refrigerator. Always pre-cool food in your refrigerator or freezer to reduce cooling time. Do not pack food too tight in compartment as to prevent circulation around food items. Normal refrigerator operating temperatures are 1 °C (34 °F) to 4 °C (40 °F).

2. *My air conditioner freezes up. What is the problem?*

Answer: In high humidity conditions, the AC manufacturer recommends you operate your AC (manual mode) on the high fan setting and all vents should be open to have maximum air flow over the coils; this helps reduce icing. Also, dirty air conditioner filters can restrict air flow and cause the AC to ice up.

Maintenance**1. Why is my Airstream making a creaking noise while driving?**

Answer: Creaking noises can occur due to dirt between the friction pads of the coupling and the tow car towball, or from dry running of the drawbar/draw tube in the bushings of the overrun device. These noises do not affect the function of the coupling or hitch.

For towbar/towball and coupling prep, [see Towbar and Coupling Head Prep on page 8-11](#).

For dry running of the drawbar/draw tube, [see Drawbar on page 8-11](#).

2. Why do the wheel hubs get hot during towing?

Answer: Wheel hubs absorb energy from the brakes during slowing, which is dissipated as heat. Hard braking can raise hub temperatures well above 150 °C (302 °F), making them too hot to touch.

3. How can I check if my wheels are functioning properly?

Answer: Jack each side of the Airstream in turn, [see Jack Selection and Placement on page 8-4](#), and ensure the wheels spin freely when the handbrake is released. If they do not spin freely, contact your dealer to have the brakes checked and adjusted.

6. Where can I find my trailer serial number?

Answer: For information about VIN and serial number, [see VIN and Chassis Type Plates on page 4-6](#).

7. Awning suggestions:

Answer: Your Zip Dee awning is intended to provide shade. Your awning can be used in light rain conditions if front or rear is tilted to let water run off. Light winds should not affect awning use. If you are leaving your trailer for long periods or in threatening weather, the awning should be retracted. Visit <https://support.airstream.com> to view User Guide Videos on this subject.

8. Cleaning the exterior of my Airstream. Suggestions:

Answer: Airstream recommends washing the trailer using a mild auto detergent safe for clear coated surfaces. Airstream recommends washing based on operating conditions and waxing a minimum of twice a year. Walbernize Superseal is a product that was designed specifically for Airstream and provides good wax protection; [see Exterior Features and Care on page 6-2](#).

9. Can I use a nylon cover for my Airstream?

Answer: Airstream does not recommend using any type of cover. The installation and movement of the cover in windy conditions could scratch the clearcoat.

10. My main door is hard to open, is this normal?

Answer: Your main door is designed differently than a flat surface door. The door is over bent in order to apply more pressure at the top and bottom of door for better sealing. Also, on uneven surfaces the trailer can be in a slight twist that could affect closing. Make sure trailer is as level as possible. For more information, [see Doors on page 8-18](#)

11. What should I use to clean the aluminium on the interior of my Airstream?

Answer: For information on how to clean the white interior aluminium, [see Interior Aluminium Skin on page 5-3](#).

12. My windows are sticking and don't open easily; what is wrong?

Answer: Your windows have rubber seals around the edges which in extreme, heat and dusty conditions can become sticky. For more information, [see Acrylic Window Care on page 6-3](#)

13. The mattresses in my Airstream are of special shape and design, where can I buy sheets?

Answer: Airstream Supply Company offers a variety of add on items tailored to your Airstream that are available for purchase at <https://www.airstreamsupplycompany.com>.

NOTES

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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AIRSTREAM®

Resource Guide

Welcome to Airstream

We have developed a Welcome Book to help get you up to speed quickly and learn the ins and outs of Airstream life. Inside this guide you will find all the resources below and much more.

- A Timeline of Airstream History
- A Guide to Getting Started
- Benefits and Support
- Meet Your People
- Plan a Trip
- Document your Journey

Get Your Welcome Book



Travel Trailer



Touring Coach

Airstream Resources

Owner's Hub



Owner's Manuals



Name Your Airstream



AIRSTREAM SUPPLY COMPANY



Welcome to the Family



Airstream Club International

www.airstreamclub.org

Engage with the longest-rolling, single branded RV club in the world. Your first year "Explorer Membership" is paid for by Airstream.



Visit the Mothership

www.airstream.com/heritage-center

Make plans to visit Airstream in Jackson Center, Ohio to take a factory tour and visit the Heritage Center to experience the history of our iconic brand.

My Airstream

Model Information

Model Year _____

Purchase Date _____

Model Name _____

VIN Number

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Airstream Serial Number

Airstream Dealer

Name: _____

Contact: _____

Phone: _____

Email: _____

Website: _____

AIRSTREAM[®]

1001 West Pike Street

P.O. Box 629

Jackson Centre, OH. 45334-0629

Phone: (937) 596-6111 Fax: (937) 596-7939

www.airstream.com