

AIR SAFE™



Webinar Sept 7

"Do's and Don'ts on each hitch type"
"Main't requirements over the years"

1

Introduction

- **Lloyd Stegemann**
 - Sales for Air Safe Hitches
 - East Coast Partners Grp
 - Located in New York
 - 18 years experience
 - Email: lstegemann@airsafehitches.com
 - Please email me your name and I will send you this presentation
- **Web Site [FAQ's](#)**

2

Agenda

- Will the size hitch selected effect the ride?
- How to set the correct air pressure
- Connecting Trailer
- Receiver Hitch Selection
- Hitch Maintenance
- Cost to consider without Air Hitch
- Extend life of the trailer
- Warranty and life expectancy of different parts of the hitch
- Open Discussion

3

Will the size hitch effect the ride?

- Receiver
 - Class 6-8 all have shocks and will reduce the oscillation
 - Air Pressure will vary based on tongue weight
 - Performance will be relatively the same just less air
- 5th Wheel
 - 20K and 25K same performance except the capacity
- Gooseneck
 - Air Pressure will vary based on pin weight

4

Setting Air Pressure - 5th Wheels

● Setting the Initial PSI Air

- Fill it up to 90 and no more than a 100 PSI without the trailer
- Hook up the trailer. Ensure that the head is locked.
- Raise the jacks on your trailer.
- Then let air out unit until you reach the middle of green zone on the shocks.
- Alternate setting - the end of the Towers and the bump stops on each corner should be about $\frac{3}{4}$ to 1-inch distance.



5

Setting Air Pressure - Gooseneck

● Setting the Initial PSI Air

- Fill it up to 90 and no more than a 100 PSI without the trailer
- Hook up the trailer.
- Release the air until the Pin on the driver side is in the middle of the slot (Green Zone)



6

Setting Air Pressure - Receiver

- **Setting the Initial PSI Air**
 - Fill it up to 90 and no more than a 100 PSI without the trailer
 - Hook up the trailer.
 - Release the air until the bars are level or slightly elevated toward the trailer.
- **Unhooking** - Raise the trailer until the ball lifts off the hitch.
- **Connecting** - Lower the trailer and the hitch will return the same setting as prior.



7

Connecting - 5th Wheels

- **When you unhook**
 - Don't release the air
 - Open release handle for the jaws
 - Raise jacks in trailer until bar on top of air bags is touching the white bump stops
 - Drive truck from under trailer
- **When you hookup**
 - Open release handle for the jaws
 - Back truck under 5th Wheel until jaws close around the king pin
 - Lower jacks in trailer
 - Test to ensure jaws are locked around the king pin

8

Connecting - Receiver

○ When you unhook

- Don't release the air
- Open trailer ball lock
- Raise jacks in trailer until lifted off the ball
- Drive truck from under trailer

○ When you hookup

- Open trailer ball lock
- Back truck under trailer
- Lower trailer jack
- Lock trailer coupler and connect wiring
- Test and inspect hitch level

9

Connecting - Gooseneck

○ When you unhook

- Don't release the air
- Open release handle for the ball coupler
- Raise jacks on the trailer until coupler is above the ball
- Drive truck from under trailer

○ When you hookup

- Open release handle for the ball coupler
- Back truck under trailer
- Lower jacks in trailer
- Close hitch coupler
- Test to ensure coupler locked

10

Hitch Selection - Receiver

- Shaft Sizes (2", 2 ½" and 3") and Tote connection
- Select hitch based on your GTW and TW
- Based on using Weight distribution - reduces the TW capacity of the hitch by 25%
- Bracket Selection
 - Ball Mount
 - Standard for Class 4-6
 - 6" drop for Class 4-6
 - Heavy duty for Class 7-8
 - 4" drop for Heavy duty for Class 7-8
 - Adjustable Ball Mount (Just pull pin to raise or lower)
 - Pintle (We do not carry but the bolt hole patterns is the same as our hitches)
 - Weight Distribution
- Shaft length
 - Standard shaft the hole from the middle of pin to the back of the hitch is 4"
 - Extended shaft the hole from the middle of pin to the back of the hitch is 6"
- Shocks – Reduced oscillation for heavier tongue weight

11

Hitch Maintenance

- **Should I leave air in the hitch when not using?**
 - Yes
- **Do I need to lubricate any parts?**
 - **Receiver** – No except for the ball
 - **Gooseneck** – No except for the ball
 - **5th Wheel** – No except the head, use a Teflon lube plate or dry lube grease

12

Cost to consider without Air Hitch

Adding Air Springs to Truck	Will help the ride for up and down Will not help trailer ride. Will not improve the rigid hitch connection and the transference from the truck to trailer.	\$800 – \$1,200
Wear & tear depreciation on tow vehicle due to rough ride while towing	Tow vehicle + repairs cost when towing an average of 22,000 per year. Time to run around & fix at the dealer, rental, etc.	\$2,000 – \$3,000
Repair trailer damage contents, slide-outs, cabinets, dishes, etc.	Welds broke on the frame, slide-outs, hitch. Broken cabinets, dishes, shower doors, and other contents Time to run around to dealers and fix problems	\$2,000+
Excess tire wear and problems on truck/trailer	Tires with rigid hitch are forced to absorb all omnidirectional forces causing excessive wear.	\$980+
Tire blows on a trailer due to trailer sway, bouncing, and other conditions	Shreds trailer sheet metal repair bill and changing a tire on the side of the road.	\$795+

13

Cost to consider without Air Hitch

Truck and/or trailer bounces because of road conditions	You lose traction and control Safety becomes a major issue and peace of mind that you get with a smoother ride	\$?
Fuel used when you are continually bouncing due to road conditions	Best estimate 1 to 2 miles per gallon not to mention drive train wear & tear resistance increasing proportionately	\$?
Comfort	Tired of the bouncing and jerking? Are you all tense up when you arrive at your destination? Have you had a narrow escape and almost lost your trailer?	\$?
Price of Towing	If any of the items above occur, you could be stranded for hours or days waiting for repairs or parts.	\$?
Medical	Back and neck problems due to bouncing and jerking. Driver fatigue and sore hands from the gripping steering wheel	\$?

14

Availability

- All Hitches are normally in stock
- Ship within 3 business days of order
- 5th Wheel and Gooseneck ship Freight
- Receivers ship UPS

15

Current Issues

- Shipping has been slow
- Shipping companies has lost shipment
- Delays in getting parts in has caused some back orders
- Every order for new parts the prices are going up

16

