



Product Info

Effective yet Invisible

Air Force One uses a pilot signal from the coach's air brake system to deliver 100%, direct proportional braking. No inertia (adjustable) system can match this braking profile, period. Just as you don't adjust the individual braking effort of each wheel on the coach, you don't adjust the braking effort of Air Force One. The towed vehicle experiences the same perfect braking symmetry as each individual brake on the coach. As such, the exhaust brake and transmission retarder have no effect on the Air Force One. The system is composed of three main components: the Operating Unit, the Actuator and the Coach Air Assembly. The Air Force One Operating Unit mounts under the hood of the towed vehicle, completely out of sight. It houses the vacuum generator for the towed's power assist and also the reserve air supply for the breakaway circuit. The brake actuator is compact, mounting on the brake arm of the towed vehicle and securing to the firewall with just one self-drilling screw. Once installed, the entire system is invisible and always ready for towing with no set up or take down.



Total Coach Protection

Total Coach Protection, an exclusive Air Force One attribute, is a process that separates and protects the air supply on the coach. To meet federal regulations (FMVSS 121) and chassis warranty requirements when using air brakes, the supplemental brake system must protect the towing vehicle air supply. **Only SMI includes the components necessary to meet these important safety regulations.** If the towed vehicle separates or the towing system fails, the coach air is protected. Air Force One is the safest air brake system available. No other air-operated system offers this level of safety and control. The Coach Air Assembly is pre-assembled and pre-tested for function and leaks. It's compact size (approximately 12" x 10" x 6") and flexible mounting options make securing to the coach with two 3/8" bolts a snap. All fittings are included and are push-to-connect style DOT rated.



Actuator

For nearly a decade others have tried to copy it, but no one can match the ease of installation, durability and functionality of SMI's patented actuator. The proprietary design makes binding and cable hang-ups impossible as all the force is completely linear- No Pulleys! Just one self-drilling screw to secure the cable anchor to firewall. Other pulley systems have 6 plus screws and require large, flat surfaces directly behind the brake arm to work reliably- a commodity not afforded by many late model vehicles.



Fits ALL Towed Vehicles!

No need to ask if Air Force One is compatible with your towed vehicle. Air Force One fits all makes and models - from smallest Smart and Fiat to the largest diesel pickup and Hummer H2 and everything in between including hybrids- Air Force One fits them all. Each Air Force One system comes complete with everything necessary for the installation on every towed vehicle. When you purchase a new towed vehicle, the Air Force One system is simply transferred to the new car without purchasing any new parts. This convenience comes only from SMI.



Benefits

Hidden Installation

Completely out of sight, The Air Force One operating unit is installed under the hood of the towed vehicle. A small actuator is mounted on the brake arm of the towed vehicle above the foot pedal so it is always out of the way and completely out of sight.

Always ready to tow

With Air Force One, attach your AFO jumper and you are ready to tow. There is no set up in the towed vehicle, and because AFO uses the power brakes there is no need for adjustment. AFO will brake the car just as you would if you were driving it: gently, efficiently, and truly 100% proportionate. Best of all it is all automatic.

Fits EVERY tow vehicle

Air Force One fits every tow vehicle, including the newest "live" pedal cars. In addition, the Air Force One is easy to transfer to a new towed vehicle – Many of the semi-permanent systems today will not work on ALL towed vehicles or they need special parts for certain towed vehicles. Not Air Force One, it is a universal fit for every towed vehicle.

Power brakes active in the towed vehicle

Air Force One uses a patented process to create vacuum in the towed vehicle's power brake system. This process energizes the power brakes for the towed vehicle without the engine running. Air Force One does not require an electronic pump, so battery drain cannot be an issue. In fact, there are no moving parts to wear out and no circuit boards to go bad. Air Force One will be the last supplemental brake you will ever buy.

Truly proportionate braking

Progressive is good, proportionate is better. Using the coach air is the only way to create true 100% directly proportionate braking effort. Whether you are on a bumpy road or using your exhaust brake down a hill, Air Force One will only apply the brakes in the towed vehicle when you apply the brake in the coach. The braking in the towed vehicle mirrors the coach WITHOUT any complicated adjustments. Inertia-based systems simply cannot offer this level of simplicity and consistency. Using deceleration to determine braking can deliver a level of proportional braking, but using the action of your foot on the brake pedal and the associated amount of air is directly proportionate.

Chassis Approved Air Tap In

Air Force One uses an approved air tap in method so you will not affect the warranty on your air brakes– meeting all chassis warranty guidelines including Spartan (per Mike O'Neil) and Freightliner (per Tony Sipple). DOT and FMVSS (Federal Vehicle Motor Vehicle Safety Standards) #121 require supplemental brake systems to have a separate air tank (ping tank) and a separate valve to control the supplemental system. All other air brake systems take air off of the rear wheels to apply the supplemental brake which not only takes the coach out of DOT specification, but can impact your warranty. Only Air Force One meets the regulations and only Air Force One includes everything you need.

Coach Notification

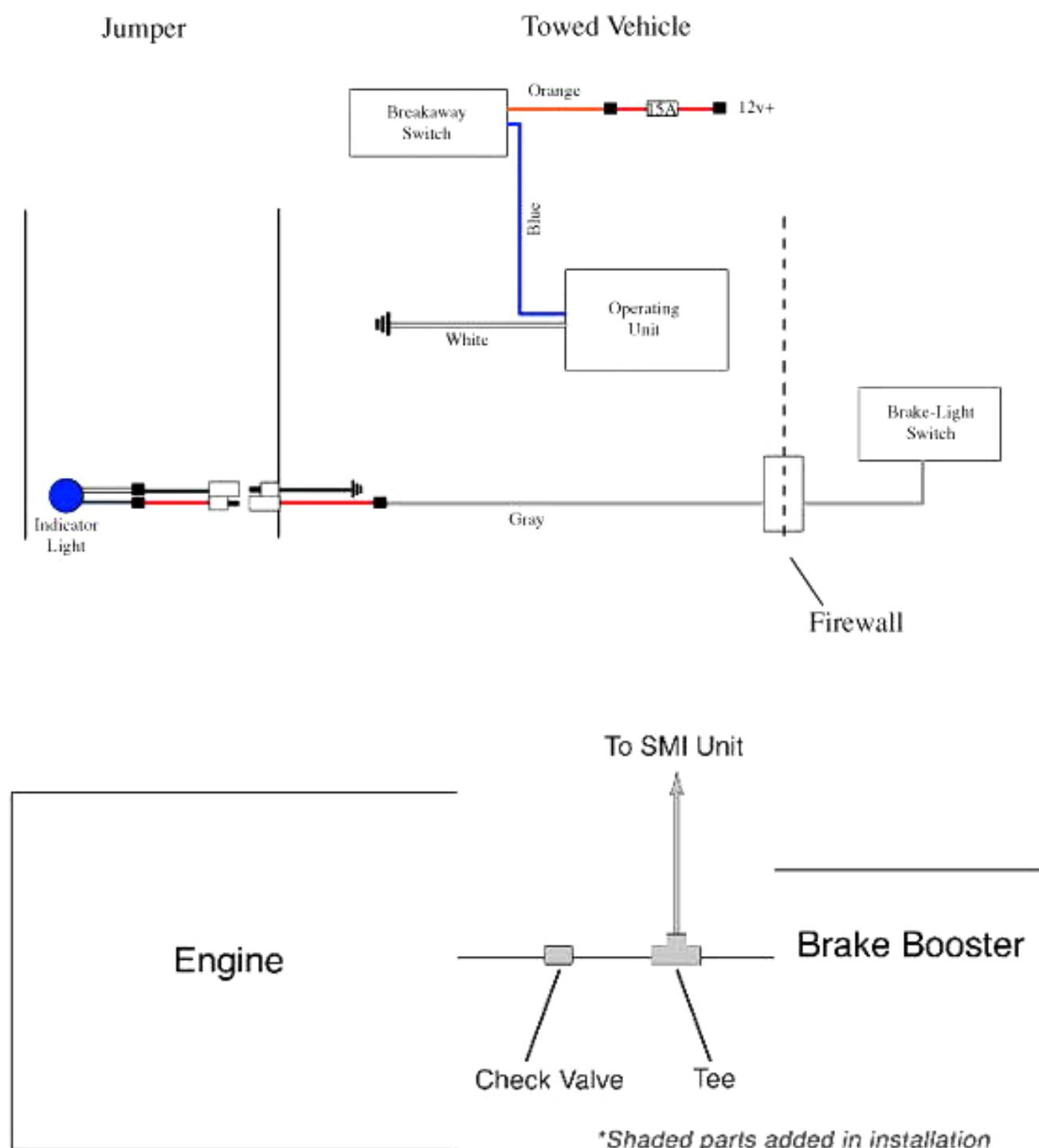
Many systems have no signal at all and others generate the signal from activation. The best signal for you to know when the brakes are on in the towed vehicle is from the brake light switch. Air Force One includes a simple, innovative LED light that mounts in the towed vehicle. The light turns on when the brakes are applied in the tow car and is viewable through the backup camera. If the light is on, the brakes are on. You want to know if the brakes are on, not simply if the system is cycling. The Super Bright LED's will let you know when the brakes are on. This time and cost saving method is often preferred, but if more direct feedback is desired the LED can be mounted in the coach by using a single wire to the dash of the coach. Or, as an additional option, you may purchase the [SMI Wireless Coachlink kit](#).

Step-by-Step Instructions

Our dealers and self-installers have been instrumental in helping us design and refine the easy-to-follow step-by-step instructions. Each Air Force One comes complete so you do not need to purchase anything for the installation. We also offer 24/7 technical support from real live technicians, not just an answering service.

Diagrams

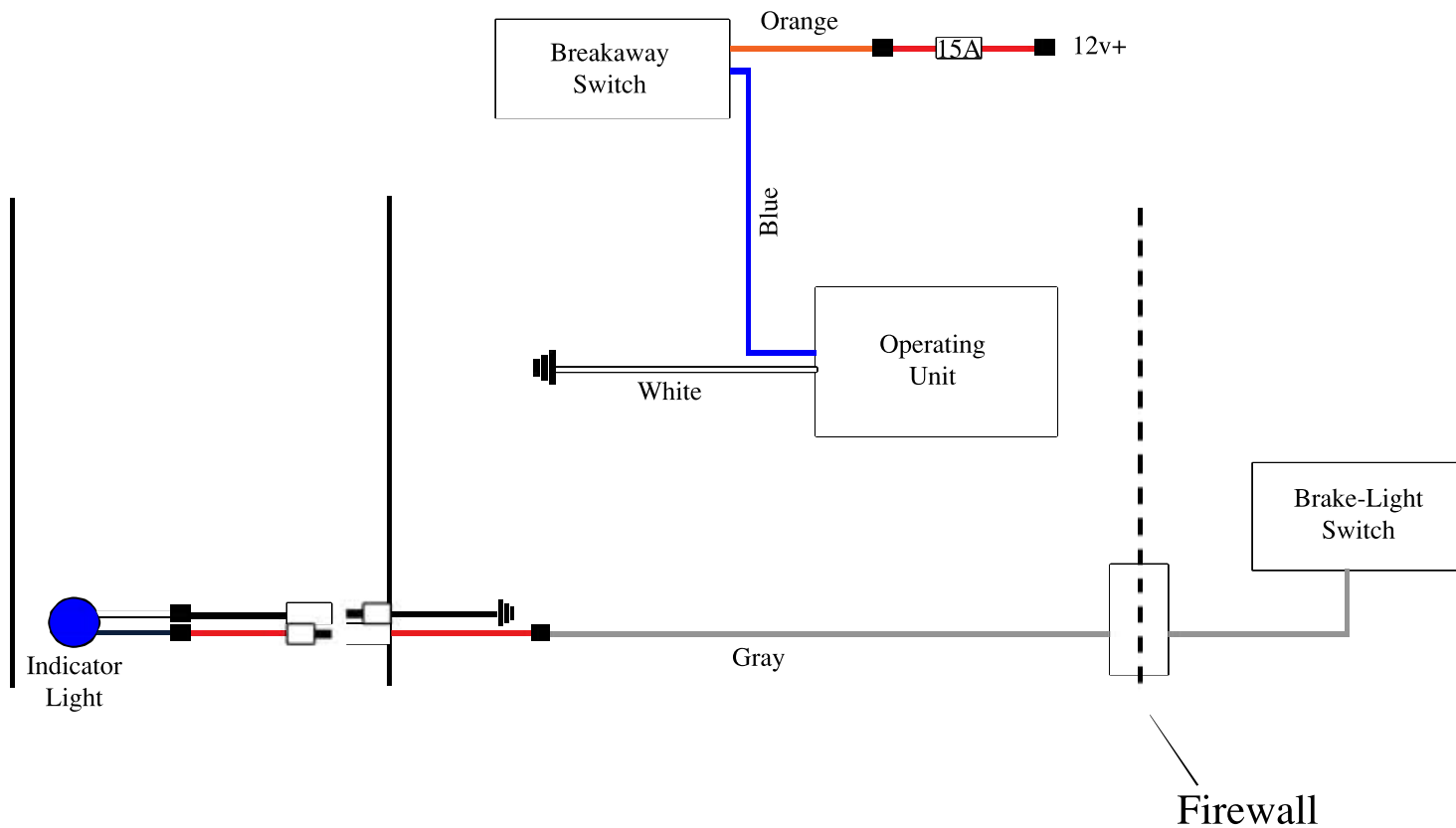
The install on an SMI system is neither difficult nor time consuming. Each system comes with detailed instructions and a full training CD of an actual installation. If you still have a question, our techs are not just desk jockeys, they are actual installers that can help you. Many calls you place to a "factory rep" simply go to a person that recites the directions. This is generally more frustrating than helpful. Our techs are all field trained and more than capable of answering your specific question. In addition, we offer a 24 hour help line for those that are working on an install after normal hours.



Coach

Jumper

Towed Vehicle



The AFO Difference

Things that are different are not the same.

Air Force One offers the latest in supplemental braking technology. Air Force One uses the coach's air to create vacuum for the towed vehicle's power-brake feature, and also uses the same air supply to proportionately apply the brakes in the towed vehicle. Since it uses the coach's air supply, Air Force One does not need an electric pump. In fact, the Air Force One operating unit has no moving parts at all. The Air Force One operating unit is very small and fits under the hood of your towed vehicle (see one). The brake actuator mounts on the brake arm just like the Stay-IN-Play cylinder.



In addition, Air Force One is the only air brake that offers and includes coach protection for the air supply in event of a separation. With "Total Coach Protection," the coach's air supply is sealed off to allow the coach to stop normally. At the same time the coach is protected, the breakaway system on the car activates the towed-vehicle's brakes.

Air Force One also includes a coach notification light. This light is activated directly by the towed's brake-light switch. Any time the brakes are applied in the towed vehicle, the light is on.

Air Force One is a revolutionary product that will apply truly proportionate brake effort in your towed vehicle. The simple install combined with vacuum-assisted power brakes and truly proportionate braking makes the Air Force One system second to none for a motor home with air brakes.

Combine the power brakes of the car being active with all the other great features, including no set up for towing, and you too will agree with RV'ers all over the country; Air Force One is the greatest new innovation for this industry.

Things that are different are not the same. Air Force One is truly better.