THE ELECTRIC GLOBETROTTER

2022 Airstream Globetrotter 25FB Twin

Propane-free, lithium/Victron conversion with a live 30-amp tow-vehicle power umbilical. Hangar-stored since new.



As completed, February 2022, behind the owner's F-150 PowerBoost (truck not included).

400 Ah	**790 lb**	**0**	**2-zone**
LiFePO4 lithium (4 × 100 Ah, ≈5.1 kWh)	Measured empty tongue weight (900 lb as delivered)	Propane appliances or tanks on board	Espar diesel heat, 7,500 BTU per zone

Base unit

Item	Detail
Model	2022 Airstream Globetrotter 25FB Twin (front bedroom, twin beds), VIN 1STTNYJ29NJ559434
Factory options	Second A/C with heat pump (50-amp service) · 180 W rooftop solar package · Convection microwave (since replaced)
Original price	$119,725 retail MSRP including options and freight (Airstream of Scottsdale, 2021). That is before roughly $15–20k of aftermarket equipment.
Delivered / storage	Delivered Sept 2021. Kept in an aircraft hangar on 50-amp shore power and continuously monitored.
Mileage	About 15,000 miles
Included hitch	B&W Continuum hydraulic weight-distribution hitch
Contact	turbopilot@gmail.com · Trailer located in Thermal, CA

Why this conversion was done

The 25FB is a superb two-person floorplan, but it is known for heavy tongue weight. This trailer has the second A/C, so it came with 900–920 lb on the tongue while still empty. Two 30-lb propane cylinders and two AGM batteries sit on the A-frame, about 220 lb of mass directly over the hitch. The owner is an engineer and pilot. He built an aircraft-style weight-and-balance model of the trailer. He then removed the propane system and lead-acid batteries and moved energy storage aft, close to the trailer's center of gravity. The resulting space was used for an all-electric energy system that the tow vehicle can power while driving.

Weight and balance results (measured)

Measurement	As delivered	As modified	Source
Tongue weight, empty	900 lb	790 lb	Tongue scale and CAT scale, 2/13/2022
Trailer weight, before payload	6,273 lb	6,340 lb*	CAT scale, 2/13/2022
Tongue % of trailer weight, empty	≈14.5%	12.5%	CAT scale
Static hitch weight, fully loaded for travel	≈1,000–1,100 lb (typical stock 25FB)	836 lb	Four-corner scales, 5/2023, hitch level, B&W Continuum trailer parts on
Trailer weight, fully loaded for travel	7,300 lb GVWR	6,891 lb	Four-corner scales, 5/2023 (axles 6,055 + hitch 836)
Hitch % of trailer weight, loaded	-	12.2%	Four-corner scales, 5/2023
Empty center of gravity (aft of ball)	163.7 in	167.2 in	Owner's W&B model

*Includes 92 lb from the larger 16-inch wheels and LT tires, which is unsprung weight. Excluding the wheel change, the trailer weighed 6,248 lb, or 25 lb less than as delivered. The weight includes the transfer switch and the 25 ft 30-amp umbilical (35 lb). The "typical stock" loaded figure is the owner's comparison and was not measured on this trailer. "Fully loaded" means ready for a trip, with water and gear but no perishable food. Raising the hitch about 5° nose-up added over 100 lb to the measured hitch weight, so the level figure is quoted.

In practice

The trailer is towed with a **B&W Continuum hydraulic weight-distribution hitch**, which is included in the sale. It was set up to Ford's 50% front-axle load restoration guideline at 1,300 psi and checked with four-corner scales. Fully loaded, the trailer runs about 400 lb under its 7,300 lb GVWR. Less tongue weight leaves more truck payload, so it suits a wider range of half-ton tow vehicles. It has about 15,000 miles, including roughly 8,000 miles around the United States in summer 2023. The owner reports no failures in any of the modifications. Both air conditioners ran while towing in heat up to 115°F, and the diesel heat was used in sub-freezing Wyoming weather.



On the road with the F-150 PowerBoost and ProPower umbilical connected.

1 · Electrical and energy system

Component	What was done	Status
Victron MultiPlus-II inverter/charger	Replaces the factory converter and inverter. Powers all 120 V circuits on both legs. PowerAssist blends shore power or a generator with battery power, so both A/C units ran from a 10-amp-limited input.	Added
Victron Color Control GX + VRM portal	System monitoring at the control panel and live remote monitoring over the internet	Added
4 × LiFeBlue 100 Ah LiFePO4 (400 Ah)	Mounted under the driver-side twin bed near the trailer's center of gravity, with main battery disconnect and bus bar	Added
2 × 100 Ah AGM batteries (tongue)	Removed from the A-frame battery box	Deleted
Blue Sea DC breaker/switch panel	Labeled combination switch/breaker circuits wired ahead of the 12 V master. Selected loads stay live in storage, and the tongue jack can be disabled for theft deterrence.	Added
12 V wiring rebuild	The factory "rat's nest" under the curb-side bed was cleaned up, rerouted, and labeled. This freed storage space.	Reworked
Solar	Factory 180 W (2 × 90 W) package retained, plus a third 90 W panel added after purchase: 270 W total	Added
Dedicated 15 A circuit	Coffee station circuit for the Keurig, powered through the inverter	Added
7-way cable	Replaced with Pollak 14-117 RV cable (factory pins were bent at delivery)	Replaced



400 Ah LiFeBlue bank under the driver-side bed, with main disconnect and bus bar.

2 · Tow-vehicle power umbilical (any 30-amp source)

Component	What was done	Status
Progressive Dynamics PD52V transfer switch	Adds a second 30-amp, two-leg input next to the 50-amp SmartPlug. The 50-amp shore input takes priority when both are connected.	Added
25 ft 4-wire 30 A cord to the hitch	Routed forward under the trailer to the A-frame and bundled with the 7-way	Added
Stand-alone generator input	Compatible with any stand-alone 30-amp generator, which powers the whole RV through the transfer switch	Added
Waterproof NEMA L14-30 connectors	Molex Woodhead 28W74 / 29W74, rated to stay connected while towing	Added

Built around the Ford F-150 PowerBoost's 7.2 kW ProPower Onboard. While driving, the trailer runs both A/C units, heats water, keeps the refrigerator cold, and charges the lithium bank, so it arrives cool and fully charged. Measured load test: lights, a TV, and both A/Cs with compressors running drew about 3,000 W from ProPower, with the truck idling at about 800 rpm. The same inlet works with any stand-alone 30-amp generator, which powers the whole RV through the transfer switch.

3 · Propane removed: kitchen and hot water

Component	What was done	Status
Propane cylinders (2) and cover	Removed from the A-frame	Deleted
3-burner propane cooktop	Replaced with a 2-burner induction cooktop with custom trim. Its glass top doubles as counter space. Saves 11 lb.	Replaced
Girard GSWH-2 propane tankless water heater	Replaced with a Bosch ES8 Mini-Tank electric water heater (about 7 gal) in the same location under the curb-side bed. Measured: about 45 min to 120°F at about 1,450 W, losing about 15°F over 24 h with no use. The exterior opening is closed with a brushed-aluminum panel.	Replaced
Panasonic microwave	The heavy factory convection microwave was replaced with a lighter, more efficient Panasonic microwave	Replaced
Keurig coffee maker	Built into the galley counter on its own 15 A circuit; tested compatible with the Victron inverter	Added
Culligan RV-EZ-3 drinking-water filter	Level 3 advanced filtration plumbed into the galley	Added



Induction cooktop. The photo shows the original convection microwave, since replaced by a Panasonic.



Espar Airtronic D2L heater in the bedroom zone.

4 · Heating: two-zone Espar diesel

Component	What was done	Status
Dometic DFMD30141 propane furnace	Removed (30 lb). Factory ducting had sent about 25% of output under the floor at all times.	Deleted
2 × Eberspächer Espar Airtronic S2 D2L	German-made heaters, 7,500 BTU each (15,000 BTU total), with separate thermostats for the bedroom and living area. Each burns 0.07 gal/hr at full output and draws 0.5–2.6 A after start, with altitude compensation to 10,000 ft. The rear unit freed new storage under the couch.	Added
5-gallon aluminum diesel fuel cell	Fits the old battery box, has two feeds (one per heater), weighs about 40 lb full, and lasts about 6 days at 60°F inside with 30°F outside	Added

5 gallons of diesel lasts about twice as long between refills as the propane system it replaced. Diesel is available at any fuel station, so there are no propane cylinders to remove and refill. The owner has camped into the teens with both zones running, and one heater handles nights down into the 20s.

5 · Refrigerator and closet ventilation

When Airstream switched to the 12 V compressor refrigerator, it kept the old absorption-fridge roof chimney, a 19 × 5 inch opening that lets heated or cooled air escape. That opening was sealed with foam and aluminum tape. The refrigerator and the MultiPlus closet now vent into the cabin through a return-air grille in the cabinet door above the refrigerator, which nearly tripled that cabinet's storage space. Measured overnight: refrigerator 38.3°F, freezer 13.1°F, and MultiPlus closet within 2–4°F of cabin temperature.

6 · Wheels and tires

Component	What was done	Status
16-inch Sendel T03 aluminum wheels	Replace the stock 15-inch wheels	Added
Michelin XPS Rib LT225/75R16 (4 + spare)	Light-truck tires with much deeper tread. The extra load capacity can carry the trailer on three tires to a repair point. The 16-inch spare fits the factory well.	Added
Goodyear Endurance ST225/75R15	Removed after 300 miles	Deleted

7 · Connectivity, entertainment and security

Component	What was done	Status
Peplink MAX Transit Duo Pro cellular router	Dual-modem on-board Wi-Fi and internet for VRM monitoring and cameras (replaces the original Cradlepoint IBR900)	Added
Peplink Mobility 42G 7-in-1 antenna	Roof-mounted above the A/C units for line of sight to cell towers	Added
Wyze 4-corner Wi-Fi camera system	Front, rear, and both sides. Records 1080p locally, with two-way audio and motion alerts, viewable on iPad or iPhone while towing. Roof-powered, no extra skin holes.	Added
Voyager backup camera	Removed and replaced	Deleted
Reolink Duo 2 PoE 4K dual-lens camera	180-degree rear camera that replaces the Voyager backup camera, connected to the cellular router	Added
Ambient Weather WS-2902 smart weather station	Wi-Fi weather station that can be monitored remotely through the on-board cellular router	Added
Samsung 32" QLED 4K smart TV (Q60A)	Replaces a factory 720p LG TV, with a repositioned mount	Replaced
CD player	Removed	Deleted

Buyer notes

No propane on board. Cooking is induction and microwave, hot water is electric, and heat is diesel. Air conditioning, hot water, and induction cooking need shore power, a generator, or a tow vehicle with on-board power such as the PowerBoost. The lithium bank and solar cover lights, water pump, refrigerator, fans, and diesel heat when off-grid. The trailer is a turnkey fit for a buyer with a PowerBoost or any 30-amp generator.

All modifications are documented in detail, with photographs and measurements, in the owner's public AirForums threads:
Build log, 2021–2026: Electric GlobeTrotter. A video walkthrough is linked in this thread.
https://www.airforums.com/threads/electric-globetrotter.1420558/
Loaded four-corner weights with the B&W Continuum, 2023: Four Corner Trailer & TV Weights After Continuum WDH
https://www.airforums.com/threads/four-corner-trailer-tv-weights-after-continuum-wdh.1433493/