





For more information visit
Devices that Save Fuel
www.airtab.ca or
www.loadcoveringsolutions.com

- Wind Skirts can be shifted inward to accommodate winches and tie down rails and still provide suitable aerodynamics
- The LCL front and rear curved panel makes for a contour design that looks smart on the trailer



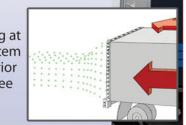
- Airtabs conveniently attach to the rear car frame of the LOOK' sliding tarp system with a selfadhesive backing.
- Approx. 60 Airtabs are required per system along each side and across the top of frame
- Airtabs can be retro-fitted to other tarp systems that don't incorporate our engineered aluminum car frame with a retro-fit kit
- Airtabs are easily installed in one hour on all new the LOCK sliding tarp systems



- Wind Skirts clamp to all I-beam cross members
- · In the case that I-Beam cross members don't exist,
- a flat bar mounting rail is first installed to the underside of the cross members
- The suitable struts are flexible to allow the wind skirt to fold inward if the trailer drives over an obstacle



- Airtabs are designed to bridge the gap between trucks and trailers or B-Train trailers to lessen the drag
- Airtabs at the rear of a Soft Tarp System will deflect the swirling wind away from the rear flap, reducing the trailer drag, but more importantly, prevent the flap from being pulled away from the frame
- Less wind and air curculating at the rear of a sliding tarp system keeps the rear flap and interior of the system cleaner and free from contaminents



 Landing Gear Handles can be located through the skirt allowing the skirts to come as far forward as possible to the truck tires



- Airtabs are the lowest cost fuel saving & wind drag device on the market
- 80 Airtabs required for a full fairing truck
- Airtabs will reduce drag on trucks, trailers, tankers, cars, RV's and buses
- The ideal gap between truck and trailer for Airtabs to perform to their full potential is 39"

