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Aero Introduces Conestoga 2
Continued Innovation Ups the Ante in Rolling Tarp Systems

INDIANAPOLIS – Aero Industries, Inc. has announced the introduction of their next generation rolling tarp system, the Conestoga 2. The new design features many innovations including never-before seen “bow shocks”, a new tarp tensioning system and an attractive, sleek look highlighted by the polished front bulkhead with corner marker lights and sleek radius lines. The Conestoga 2 retains Aero’s patented wheel and track system. It is the only system in the industry where steel wheels glide on a stainless steel track insert.

“Now the Conestoga 2 has the sleek good looks to go along with its unparalleled time-saving efficiency,” said Lisa McCool, Aero’s product manager for flatbed products. “We have listened to our customers’ needs and created a system that functions properly, looks good and has the durability they demand.”

The new look starts with a DOT legal width, smooth, polished bulkhead with radius lines and corner marker lights. Aero Industries has the only bulkhead tested to meet DOT load rating standard #CRF393.114(c)(1). A non DOT model with an access door will also be available in early 2007.

Aero's new "bow shocks" reduce road shock and add to the longevity of the tarp system. The standard double uplift bows reduce tarp sag to 8 inches and the optional quad uplift bows reduce tarp sag to 3 inches, maximizing internal clearance.

Another feature of the Conestoga 2 tarp is a panelized tarp that looks like it is one, smooth, piece. Panelized tarps reduce maintenance costs by allowing damaged sections to be easily replaced. The aluminum bows are hidden, providing a continuous surface for graphics.

The tarp fabric is specially formulated for the Conestoga 2 and has a urethane outer coat to provide a clean and shiny appearance. The tarp automatically seals between the track and bump rail. An internal rubber seal minimizes air entry and stabilizes the tarp. The new system eliminates the need for the cable in the bottom tarp hem. The bump rail is a patented Aero design and, in addition to helping the tarp seal, protects the tarp during loading with forklifts.

In addition, the Conestoga 2's new rear locking mechanism allows the driver to determine and set the proper tarp tension, eliminating the need for periodic maintenance adjustments. It is easily operated from the ground and the rear lock mechanism travels with the rear bow assembly, there are no cumbersome ratchet straps or bulky devices to remove and store. The front locking mechanism is a positive catch design allowing the driver to simply turn a crank to draw the front bow securely to the bulkhead. It eliminates the risk of latches not locking.

Finally, the Conestoga 2 maintains Aero's rugged reputation. The patented wheel and track system is made of all metal with a lifetime warranty on the wheels and bearings. It consists of a steel wheel and stainless steel track insert to insure it will operate as smoothly as the day it was purchased for years to come.

"As everyone fights to maintain profitability and schedules, sliding tarp system technology becomes more important than ever," says Dave Boyd, Aero's president. "Everyone in the industry is seeking ways to get the job done faster and more efficiently while maintaining the highest levels of operator safety. These are the main factors we considered in designing the Conestoga 2. We believe it sets the standard for sliding tarp systems."

Aero Industries manufactures a complete line of accessories for flatbeds including boxes, side kits, and splash guards. Aero also makes automated tarp systems for end dumps, side dumps, refuse and grain trailers. The company serves the North American trucking industry with locations in Indianapolis; Omaha, Nebraska; Streetsboro, Ohio; Burlington, Ontario, Canada; and York, England. For further information, contact Aero at 1-800-535-9545.

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