ExTe Rail

PRODUCTS & REFERENCES

Rev. 2024

Index

Cover photo: Courtesy of Green Cargo

ExTe

Introduction

For more than a hundred years, ExTe has successfully in house developed, manufactured and delivered products for safe cargo securement.

With customers and safety in focus, we are looking forward to the next 100 years.
Our aim to secure cargo as safe as possible at lowest possible LCC is a long term commitment.

Of the annual turnover, roughly 80% is derived from the road sector and around 20% from the rail market. ExTe has direct involvement in 35 countries, and of the annual turnover, 75% is export.

If you are active in the sector of rail transportation of timber, lumber or steel products, we believe that you might find this brochure informative and interesting.

In the first half of this brochure, you'll find a listing of our main rail customers so far, and in the latter half, a bit more detailed descriptions of our most common rail products.

Regarding timber bunks, loading areas (m^2) stated on the following pages are calculated fully loaded, stanchion top to stanchion top, with no (zero) crowning of the load above the height of stanchions.

One of ExTe's strengths is fast and cost-efficient changes of jigs and fixtures so that proven bunk designs easily can be altered regarding width, height, fastening type, etc. (as displayed on the following pages). This regardless of new or old wagons.

If you have any questions, please do not hesitate to contact us.

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ExTe

SR12

Rail Freight Company: Green Cargo AB (former Swedish State Railway, SJ)

Facts:

Wagon type: Lnps. 22.5 ton axle load.
Year of delivery: 1988-1993
Number of wagons: 1,020 two-axle wagons
Fastening type: Weld and bolt
Loading area: 7.6 m^2
Number of timber bunks: 5,400
Number of support bolsters: NA
Number of end walls: NA

The SR12 timber bunk was designed and developed for this operators need in the latter half of the 1980-ties. After some 30 years with around 300 load trips per year in an operational environment considered being one of the roughest in Europe (both regarding terminal handling and climate), wagons with the original equipment are still going strong.

ExTe

SR12

Rail Freight Company: Green Cargo AB

Facts:

Wagon type: Lnps. 22.5 ton axle load
Year of delivery: 2005 and 2016
Number of wagons: 165 two axle wagons
Fastening type: Clamp
Loading area: 7.3 m^2
Number of timber bunks: 990
Number of support bolsters: 330
Number of end walls: 330

ExTe

SR12

Rail Freight Company: Green Cargo AB

Facts:

Wagon type: Laaps. 25 ton axle load
Year of delivery: 2003-2004
Number of wagons: 186 twin platform wagons with two axles per platform
Fastening type: Bolt
Loading area: 9.2 m^2
Number of timber bunks: 2,232
Number of support bolsters: 744
Number of end walls: NA

ExTe

SR12

Rail Freight Company: Green Cargo AB

Photo: Courtesy of NetRail AB

Facts:

Wagon type: Sgnss60'. 22.5 ton axle load
Year of delivery: 2019-2024
Number of wagons: 103
Fastening type: Clamp
Loading area: 9.3 m^2
Number of timber bunks: 927
Number of support bolsters: 309
Number of end walls: 206

ExTe

SR12

Rail Freight Company: TÅGAB (Tågåkeriet i Bergslagen AB)

Facts:

Wagon types: Sgnss60' / Sns-x60' 22,5 ton axle load and Rps 20 ton axle load
Year of delivery: 2005-2023
Number of wagons: 117 bogie wagons
Fastening type: Bolt
Loading area: 8.3-9.6 m^2
Number of timber bunks: 970
Number of support bolsters: 418
Number of grapple protections: 100
Number of end walls: 70

ExTe

SR12

Rail Freight Company: TÅGAB

Facts:

Wagon type: Kbps-x, 2-axle with 22.5 ton axle load
Year of delivery: 2015
Number of wagons: 28
Fastening type: Bolt
Loading area: 9.2 m^2
Number of timber bunks: 112
Number of grapple protections: 56

ExTe

SR12

Rail Shipping Company: Svea Skog (Swedish State Forestry, wagons operated by TÅGAB)

Facts:

Wagon type: Sgnss60'. 22.5 ton axle load
Year of delivery: 2010
Number of wagons: 18 bogie wagons
Fastening type: Clamp
Loading area: 8.3 m^2
Number of timber bunks: 180
Number of support bolsters: 126
Number of end walls: NA

ExTe

SR12

Rail Freight Company: Former OBAS and Peterson Rail AB. Now operated by Hector Rail AB and TÅGAB

Facts:

Wagon type: Sgnss60' 22.5 ton axle load and Rps 20 ton axle load
Year of delivery: 2005-2010
Number of wagons: 60 bogie wagons
Fastening type: Clamp
Loading area: 8.3 m^2
Number of timber bunks: 548
Number of support bolsters: 368
Number of end walls: 94

ExTe

SR12

Rail Freight Company: TX (TX Logistik AB/AG). Wagons currently operatded by Hector Rail AB and BLS Rail

Facts:

Wagon type: Sgnss60'. 22.5 ton axle load
Year of delivery: 2007-2009
Number of wagons: 75 bogie wagons
Fastening type: Clamp
Loading area: 8.3-9.4 m^2
Number of timber bunks: 690
Number of support bolsters: 348
Number of end walls: 26

ExTe

SR12

Rail Freight Company: Hector Rail AB

Photo: Courtesy of NetRail AB

Facts:

Wagon type: Sgnss60'. 22.5 ton axle load
Year of delivery: 2006-2024
Number of wagons: 234 bogie wagons
Fastening type: Bolt and clamp
Loading area: 8.3 m^2
Number of timber bunks: 2,126
Number of support bolsters: 936
Number of end walls: 468

ExTe

SR12

Rail Freight Company: Former CargoLink AS. Currently operated by Hector Rail AB and BLS Rail

Facts:

Wagon type: Sgns60'. 22.5 ton axle load
Year of delivery: 2009-2010
Number of wagons: 41 bogie wagons
Fastening type: Clamp
Loading area: 8.1 m^2
Number of timber bunks: 282
Number of support bolsters: 159
Number of end walls: 82

ExTe

SR12

Rail Leasing Company: Three T/Railcare (and former Inlandsgods). Some currently operated by TÅGAB

Facts:

Wagon type: Srrs 22.5 ton axle load, Sps/Rs 20 ton axle load and Rps 20 ton axle load
Year of delivery: 2007-2008
Number of wagons: 77 bogie wagons
Fastening type: Bolt and clamp
Loading area: 8.0-9.0 m^2
Number of timber bunks: 382
Number of support bolsters: 191
Number of end walls: 40

ExTe

SR12

Rail Freight Company: Inlandståget AB/IBAB

Facts:

Wagon type: Laaps. 22,5 ton axle load
Year of delivery: 2012
Number of wagons: 10 twin platform wagons with two axles per platform
Fastening type: Clamp
Loading area: 7.3 m^2
Number of timber bunks: 80
Number of support bolsters: 40
Number of end walls: NA

ExTe

SR12

Rail Freight Company: KiwiRail, New Zealand

Photo: Courtesy of KiwiRail

Facts:

Wagon type: FE/FEG. 14-18 ton axle
Year of delivery: 2011-2020
Number of wagons: 570 bogie wagons
Fastening type: Bolt
Loading area: 5.3-5.6 m^2
Number of timber bunks: 2,734
Number of support bolsters: NA
Number of end walls: NA

ExTe

SR12

Rail Freight Company: KiwiRail, New Zealand

Photo: Courtesy of KiwiRail

Facts:

Wagon type: New 60' container wagons (with 2 or 3 special 20' cassettes for flexible utilization)
Year of delivery: 2022-2023
Number of wagons: Ca 500 bogie wagons
Fastening type: Bolt to cassette
Loading area: 6.1 m^2
Number of 20' Timber Cassettes: Ca 800
Number of timber bunks: 1,868
Number of support bolsters: NA
Number of end walls: NA

ExTe

SR12

Rail Freight Company: Grenland Rail AS, Norway

Photo: Courtesy of RS Mekaniske AS in Elverum, Norway

Facts:

Wagon type: Sgnss60'. 22,5 ton
Year of delivery: 2021-2024
Number of wagons: 57 bogie wagons
Fastening type: Bolt
Loading area: 8.3 m^2
Number of timber bunks: 445
Number of support bolsters: 225
Number of end walls: NA

ExTe

SR12

Rail Leasing Company: AAE/VTG for Trätåg AB/Hector Rail AB (ExTe equipment recently purchased by Hector Rail)

Facts:

Wagon type: Sgnss60'. 22,5 ton axle load
Year of delivery: 2012
Number of wagons: 200 bogie wagons
Fastening type: Clamp
Loading area: 9.3 m^2
Number of timber bunks: 1800
Number of support bolsters: 600
Number of end walls: 400

ExTe

SR12

Rail Leasing Company: Wascosa AG (currently operated by TÅGAB)

Facts:

Wagon type: Sgnss60'. 22,5 ton axle load
Year of delivery: 2016
Number of wagons: 28 bogie wagons
Fastening type: Bolt
Loading area: 9.3 m^2
Number of timber bunks: 252
Number of support bolsters: 84
Number of end walls: 56

ExTe

SR12

Rail Freight Company: BLS RAIL AB

Photo: Courtesy of RS Mekaniske AS in Elverum, Norway

Facts:

Wagon type: Sgnss60'. 22,5 ton axle load
Year of delivery: 2023
Number of wagons: 25
Fastening type: Bolt
Loading area: 8.3 m^2
Number of timber bunks: 126
Number of support bolsters: NA
Number of end walls: NA

ExTe

SR12

Rail Freight Company: CargoNet AS, Norway

Facts:

Wagon type: Rps. 20 ton axle load
Year of delivery: 2020
Number of wagons: 10
Fastening type: Bolt
Loading area: 7.1 m^2
Number of timber bunks: 90
Number of grip protections: 30
Number of End Walls: 20

ExTe

SR12 HC

Rail Freight Company: Green Cargo AB

Facts:

Wagon type: Sgmmnss40'. 22,5 ton
Year of delivery: 2022
Number of wagons: 44 bogie wagons
Fastening type: Bolt
Loading area: 10.6 m^2
Number of timber bunks: 264
Number of support bolsters: 88
Number of end walls: 88

ExTe

SR8

Rail Leasing Company: TRANSWAGGON AG via Tatravagonka Poprad, Slovakia (TVP)

Facts:

Wagon type: Snps63'. 22,5 ton axle load
Year of delivery: 2015-2022
Number of wagons: 409 bogie wagons
Fastening type: Bolt
Loading area: 6.9 m^2
Number of timber bunks: 4,908
Number of Winch System 602: 4,090

ExTe

SR8

Customer: Container d.o.o., Slovenia (SR8 used for 20' and 30' timber cassettes)

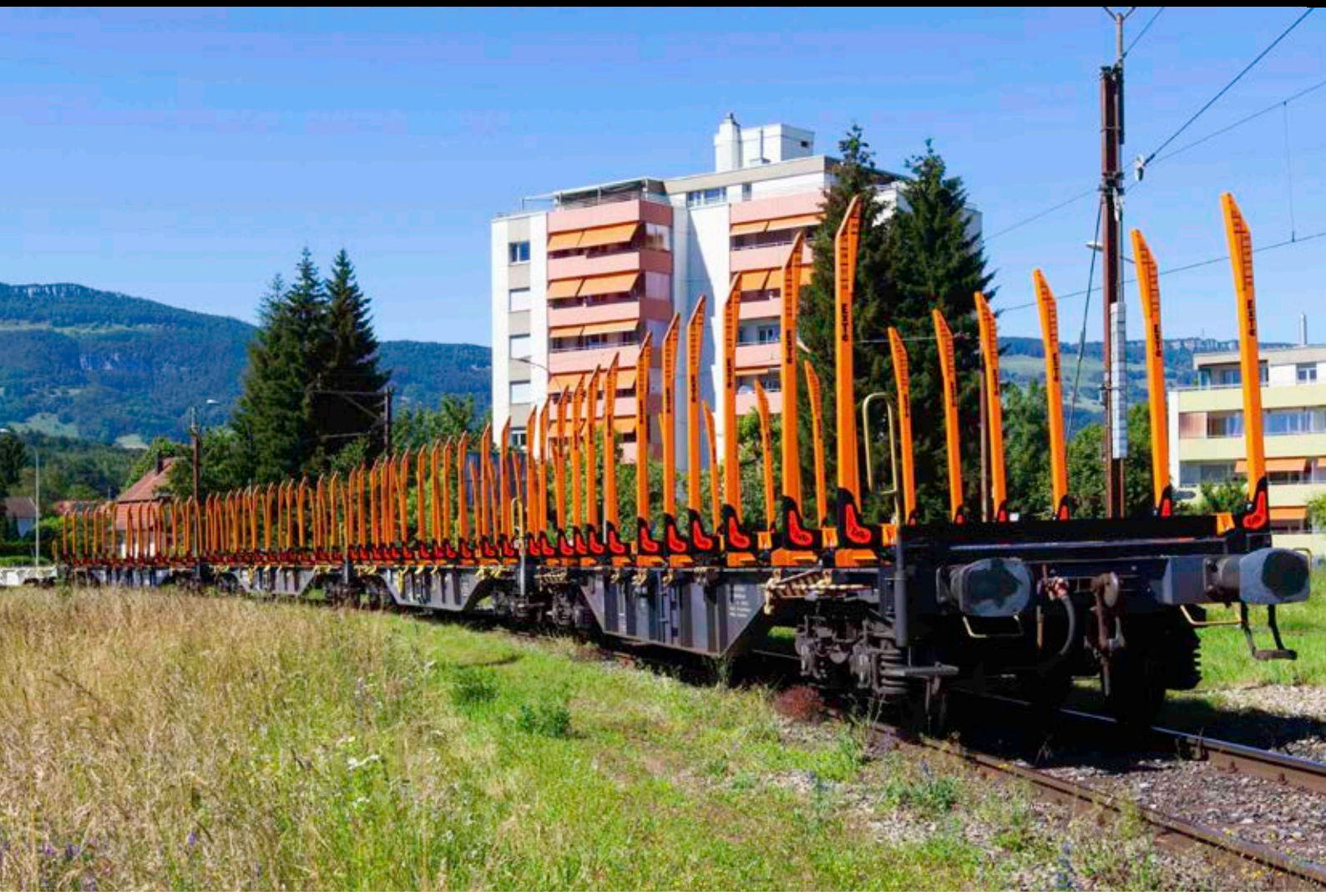
Facts:

Wagon type: NA
Year of delivery: 2017-2019
Number of 20' cassettes: 402
Fastening type: Bolt to cassette
Loading area: 5.5-6.0 m^2
Number of timber bunks: 1,608
Number of Winch System 602: 1,206

ExTe

SR8

Customer: MHS, Poland (SR8 used for 20' timber cassettes)



Facts:

Wagon type: NA
Year of delivery: 2014 - 2015
Number of 20' cassettes: 21
Fastening type: Bolt to cassette
Loading area: 5.5 m^2
Number of timber bunks: 84
Number of Winch System 602: 60

ExTe

SR8

Rail Freight Company: FEPASA, Chile

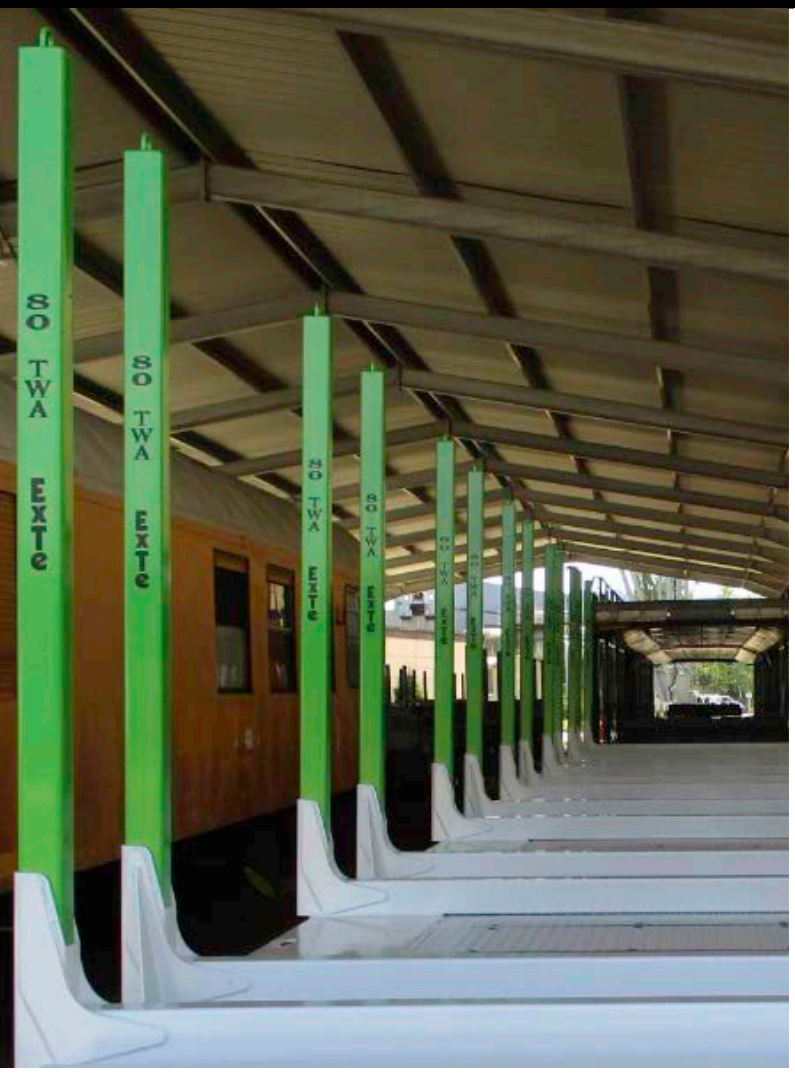
Facts:

Wagon type: 50' flat wagon. 20 ton axle load
Year of delivery: 2023
Number wagons: 19
Fastening type: Bolt
Loading area: 7.0 m^2
Number of timber bunks: 152

ExTe

SR6

Rail Leasing Company: TRANSWAGGON AG



Facts:

Wagon type: Laaps and Snps. 20 and 22.5 ton axle load
Year of delivery: 1997-2018
Number of wagons: 800 platform wagons
Fastening type: Weld
Loading area: 5.0 m^2
Number of timber bunks: 6,530
Number of Winch System 602: 1,120

ExTe

SR6

Rail Freight Company: Vida Timber AB

Facts:

Wagon type: Kbps. 20 ton axle load
Year of delivery: 2006 - 2010
Number of wagons: 60 two axle wagons
Fastening type: Weld
Loading area: 5.4 m^2
Number of timber bunks: 360
Number of support bolsters: NA
Number of end walls: NA

ExTe

SR2

Rail Freight and Leasing Companies: VIDA, NetRail, Rail-X, TÅGAB, Structon and CargoNet

Facts:

Wagon type: Kbps, Os, Rs and Rps. 20 ton axle load
Year of delivery: 2017-2024
Number of wagons: 80
Fastening type: Socket
Loading area: 5.0 m^2
Number of stanchions: 2,550
Number of grip protections: NA
Number of End Walls: NA

ExTe

SR Steel (OVAKO)

Rail Freight Company: Green Cargo AB, for OVAKO traffic

Facts:

Wagon type: Smmnps. 22.5 ton axle load
Year of delivery: 2017
Number of wagons: 60 bogie wagons
Fastening type: Bolt
Number of bunks: 240

ExTe

SR Steel (SSAB)

Rail Freight Company: Green Cargo AB, for SSAB traffic

Facts:

Wagon type: Sgmmnss41'. 25 ton axle load
Year of delivery: 2019
Number of wagons: 41
Fastening type: Bolt to cassette
Number of bunks: 164

ExTe

SR Steel

Rail Leasing Company: Wascosa AG (via TVP)

Facts:

Wagon type: Sgmmns41'. 22.5 ton axle load
Year of delivery: 2024
Number of wagons: 200
Fastening type: Bolt to cassette
Number of bunks: 400

ExTe

SR Pipe

Customer: RheinCargo GmbH (via TVP)

Facts:

Wagon type: Sggns80'. 22.5 ton axle load
Year of delivery: 2024
Number of wagons: 45
Fastening type: Clamp
Number of bunks: 276

ExTe

PRODUCT DESCRIPTIONS

In the following, ExTe's most common rail products are rudimentary described. It is important to note that the weights indicated can vary pending on the desired loading gauge (height and width) and on what type of fastening system that will be used.

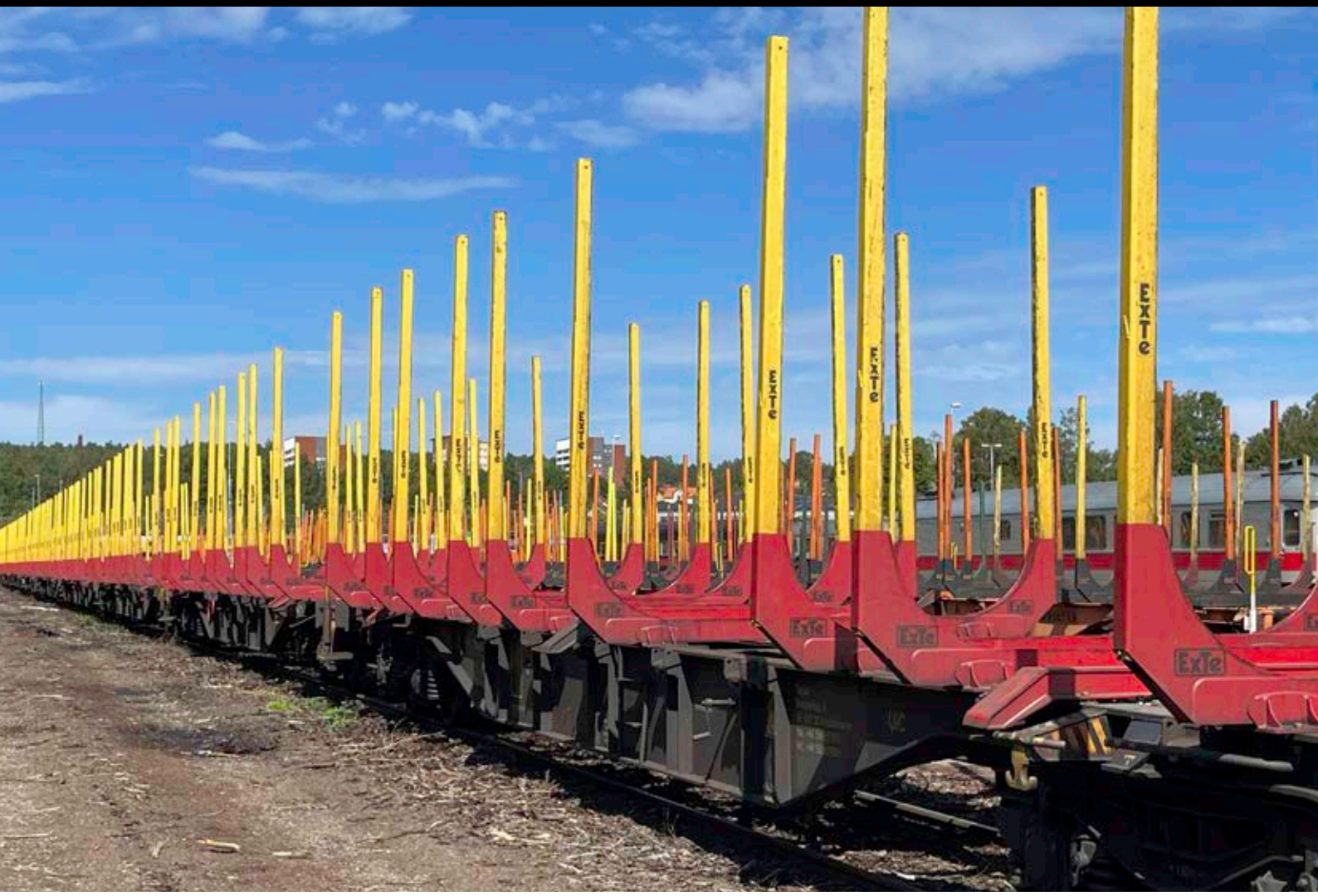
All of ExTe's bunks, stakes, holders and support bolsters are manufactured using high strength steel with a tensile between 700 and 1,400 MPa.

ExTe has three base models of rail timber bunks with different characteristics. Height, width and fastening system can vary pending on customer request, gauge limits and wagon type in question.

In addition to the SR Series of bunks, ExTe also offers different systems such as the ExTe Universal, Multi and 602 Winch System, etc.

ExTe

SR12 Timber Bunk



The SR12 timber bunk is very common in Scandinavia and New Zealand. Since 1988, tens of thousands bunks of this type have been delivered and attached to a great variety of different new or old wagon types. Pending on customer, loading area varies from 5.3 to 9.6 m^2.

Facts:

ExTe SR12 timber bunk can carry a load of 12 ton each and can be attached to most flat wagons / container wagons. This even if the wagon type only has two outer frame sills (like most Sgnss designs). The weight is approximately 200-280 kg per bunk pending loading gauge and fastening system.

ExTe

SR12 HC Timber Bunk

The SR12 HC timber bunk is developed foremost for 40’ to 45’ long bogie wagons and is designed for up to 11 m^2 loading area.

Facts:

The SR12 HC timber bunk can carry a load of over 12 ton each and can be attached to most types of flat wagons / container wagons. This even if the host wagon only has two outer frame sills (like most Sgnss and 40’ Sgmmns). The weight per bunk is between 250 to 290 kg pending loading gauge and fastening system. Furthermore, the stanchion itself is designed in two parts. Both easily replaced at timber terminals and are designed to brake before a wagon itself is damaged or tipped over by a drunk terminal operator.

ExTe

SR8 Timber Bunk

The photo above is showing SR8 bunks with European G2 loading gauge. This design is also available in G1, Iberian and UK loading gauges. Suggested loading area ranges between 5.5 to 7.5 m^2. Photo: Courtesy of SETG.

Facts:

ExTe SR8 timber bunk can carry a load of 8 ton each and can be attached to most flat wagons / container wagons. This even if the wagon type only has two outer frame-sills (like most Sgnss designs). The weight is from 160 kg pending loading gauge and fastening system.

The SR8 timber bunk (and the SR6 timber bunk described on the following page), is well suited for the more restrictive continental European loading gauge. The bolster design of the SR8 bunk also makes the bunk suitable for only two sill wagons and for the transport of sawed lumber packages, pressed boards, etc besides timber.

ExTe

SR6 Timber Bunk

Since the mid 1990-ties, close to 7,000 timber bunks of the SR6 design have been delivered to various European customers. Recommended loading area is between 4.5 to 6.0 m^2.

Facts:

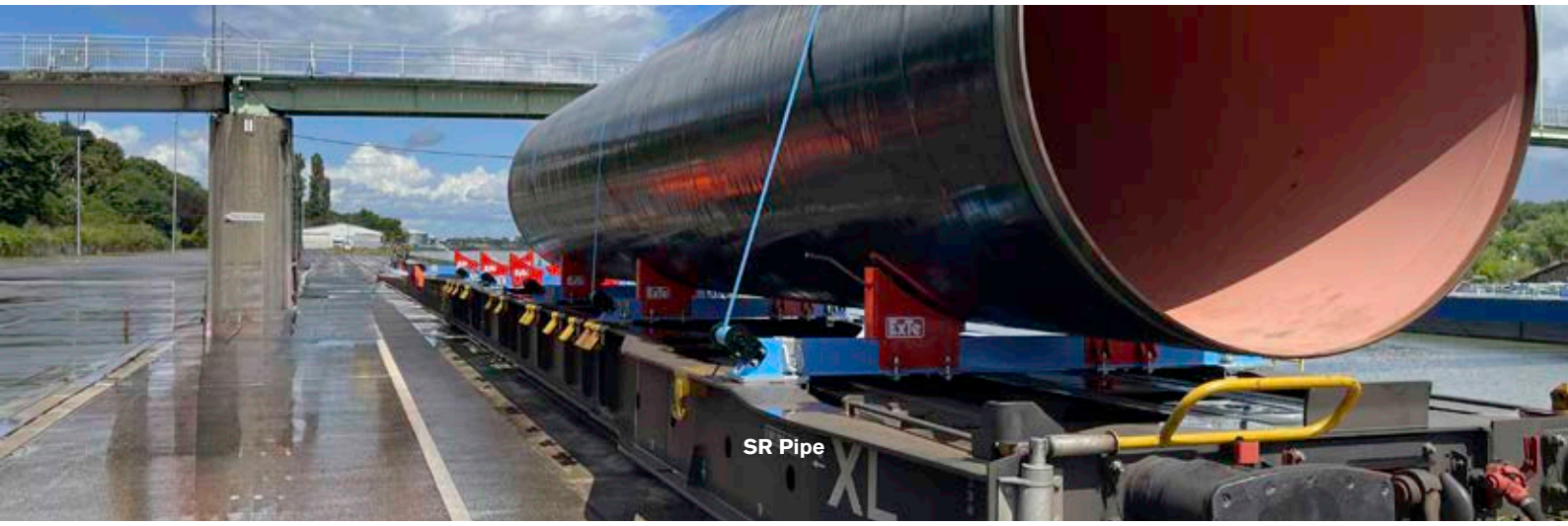
ExTe SR6 Timber Bunk can carry a load of 6 ton each and can be attached to most types of flat wagons with more than just two outher longitudinal wagon sills. The weight of this bunk is from 130 kg pending upon desired loading gauge, fastening system, etc.

ExTe

ExTe SR Steel

SR Steel for OVAKO's products

SR Steel for SSAB's products



SR Pipe

Facts:

The SR Steel family is designed to carry cold or hot steel slabs or rods with a temperature of up to 700° C . One single bolster can carry a load of up to 40 ton. Width of bolsters and height of stanchions can vary pending customer needs. Weight per bolster is between 210 kg to 370 kg depending on design.

The SR Pipe can designed for a variety of pipe diameters. Pending design, the weight can vary between 120-180 kg.

ExTe

Universal

The bunks are transported with the stanchions down on top of revenue cargo in one direction. In the “timber direction”, the pair of bunks are placed on the ground and stanchions raised, loaded with timber, strapped with one belt per bunk and finally lifted onto a freight vehicle. The spacing between two bunks is freely adjusted on the ground pending log lengths. The concept is also suitable for the transport of steel or plastic pipes, etc. The empty bunks can be handled either by fork lifts or forest cranes.

Facts:

ExTe Universal is designed for the use in covered or open lorries or rail wagons. This 8 ton design is very suitable in freight corridors where i.e. lumber (sawed boards), pressed boards and palleted cargo is transported in one direction, and timber/pulp wood in the opposite direction. The stanchions are of fold-down type.

The weight of this bunk is from 180 - 220 kg pending upon desired height and width. A pair of bunks can handle a log pile weighting 16 ton. The handling concept is as smart as it is simple.

ExTe

Multi

The ExTended container spigots (the equipment pictured above) lift containers above timber bunk bolsters and support bolsters. This design is suitable for unit train operations only.

Facts:

ExTe Multi is a flexible solution for the efficient transport of containers, timber and sawed lumber. ExTe has developed this system (based on either the SR12 or SR8 timber bunk designs) in order to make the transport of timber, containers and lumber possible on the same wagon without the need for any alterations to the wagon.

Due to loading gauge reasons, this design is especially suitable to meet most common rail transport needs within the Scandinavian forest industry. With this equipment, a wagon can in a very flexible manner alter between the transport of timber, containers and lumber. Handling of containers can be done either by forklifts or reach-stackers.

ExTe

SR2 and SR3 Stanchions

ExTe SR2 in standard UIC sockets. More than 2,550 stanchions have been delivered since 2017.

ExTe's Maxi Socket.
More than 50,000 Socket have been delivered since 1996.
Both SR2 and SR3 stanchions are suitable for this socket.

Facts:

ExTe SR2 stanchion is designed in size and strength to fit the standard UIC sockets on common European flat wagons. The weight of this stanchion is 24 kg.

ExTe SR3 stanchion is designed in strength to better match ExTe's strong Maxi Socket.
The weight of this stanchion is 27 kg.

The Maxi Socket provides for a secure and strong inter-fit between ExTe's SR2 and SR3 Stanchions and the wagon. The weight of the Maxi Socket is 11 kg.

ExTe

Fastening Systems

Bolted fastening with or without rubber pucks. At this time, around 13,000 timber bunks with this fastening system have been delivered.

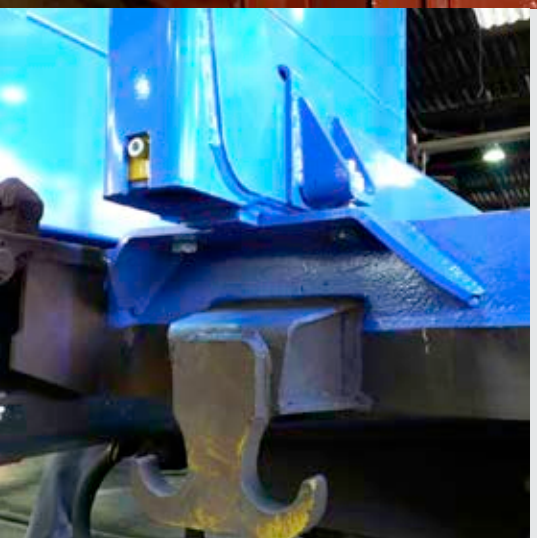
Over-yoke fastening with bolts with or without rubber pucks. Close to 9,000 timber bunks have been delivered with this fastening system up till today.

Clamp fastening is a system used on around 7,000 timber bunks so far. This fastening type is also commonly used on ExTe's highway products (exceeding 250,000 timber bunks world wide).

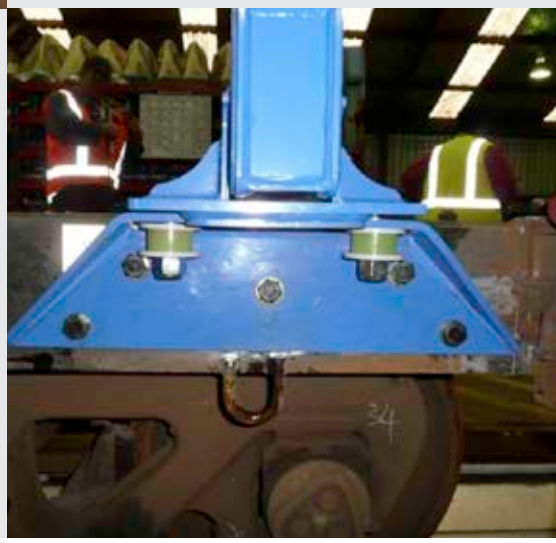
ExTe

Fastening Systems

Frame welded fastening is the means of attachment for close to 7,000 SR6 timber bunks up to date.



ExTe's wagon fastening plate manufactured from HSS can be bolted or welded onto the wagon frame. Timber bunk fastenings of most types can then be attached to this type of fasting plate. Over 10,000 of this fastening type have been delivered till date.



Facts:

The SR12 and SR8 timber bunk designs can be used on most, if not all, types of flat wagons and container wagons. The attachments of the timber bunks onto wagons are done by the use of either clamp fastenings, bolt fastenings or over-yokes with bolts. Sometimes attached to a fastening plates bolted or welded to the wagon sills.

ExTe

Support Bolsters

(for wagon protection and fast unloading)

Over 5,000 pcs of this heavy duty support bolster have been delivered since 2005. The top plate of the bolster is manufactured from the extremely durable Hardox steel quality.

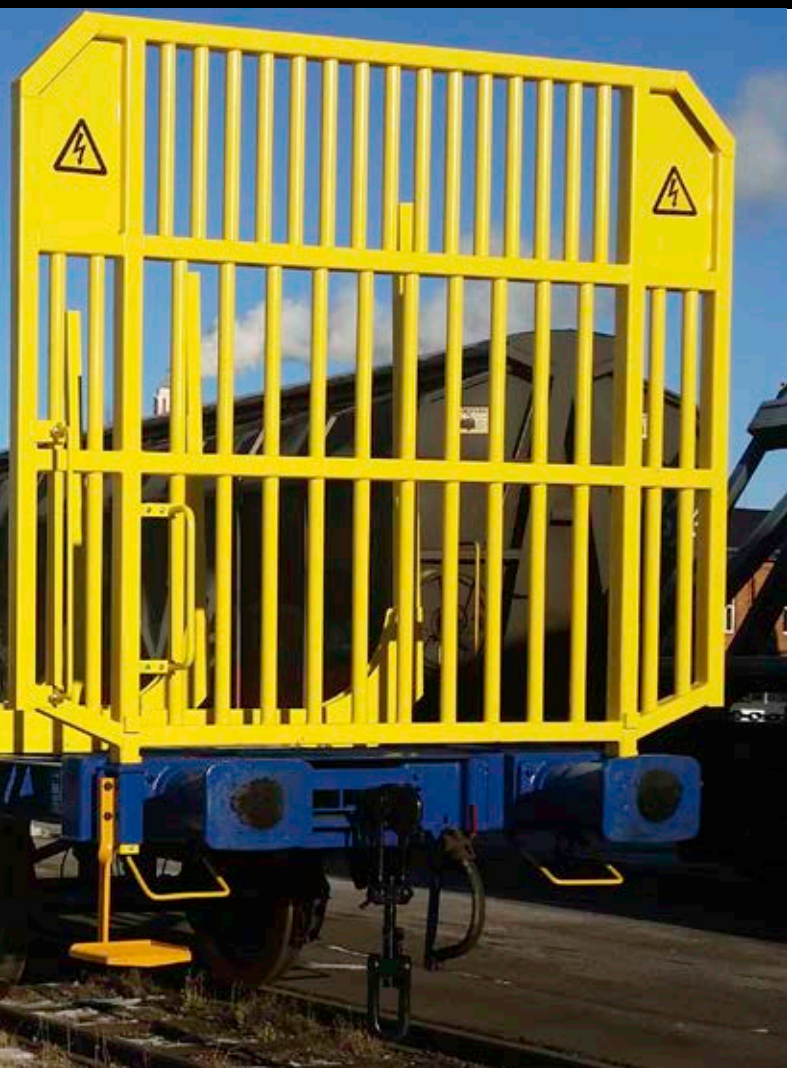
Facts:

ExTe's support bolsters protect wagon frames from the forces of unloading machines / grapples and also allows for faster unloading.

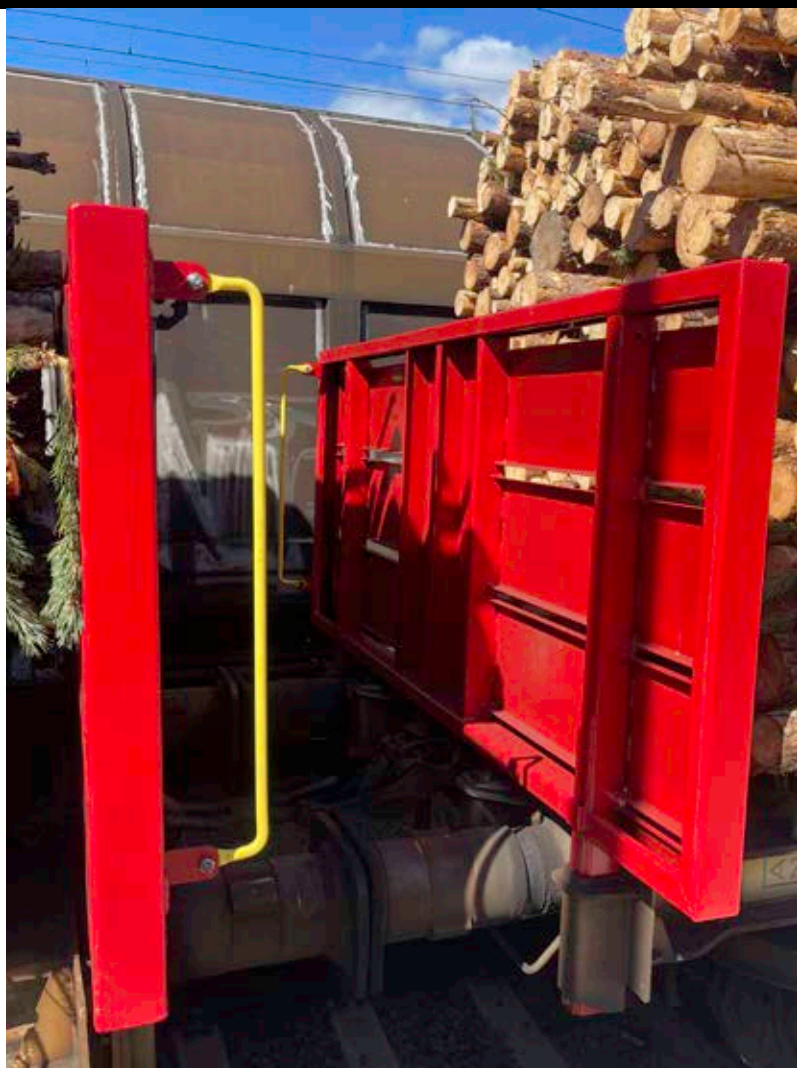
In tests, ExTe's heavy-duty bolster withstood vertical loads of 27 ton in the middle (when mounted on a Sgnss alike frame structure with only two outer frame sills). The weight of the support bolster is between 120 to 150 kg pending fastening system and width. The support bolster is attached to the wagon by clamp fastenings or bolt fastenings.

ExTe

End Walls



Full height piping end wall.



Low end wall.

Facts:

ExTe also produces end walls and end wall sockets for rail applications. One design is using piping for the grid and one design is of flat wall type. The end walls and sockets are entirely manufactured in high strength steel.

Full height covered end wall.

ExTe

Winch System 602

This Winch System is very popular among European rail operators.

Facts:

The 602 Winch System is commonly used by European rail operators. The system includes a winch, a ten meter 6 ton lashing belt with triangle and a hook. The winch and the hook can either be bolted or welded onto the wagon, and the weight is in total around 9 kg. Throughout the past twenty years, more than 60,000 systems of this type have been delivered to the rail industry.

ExTe

Special Designs

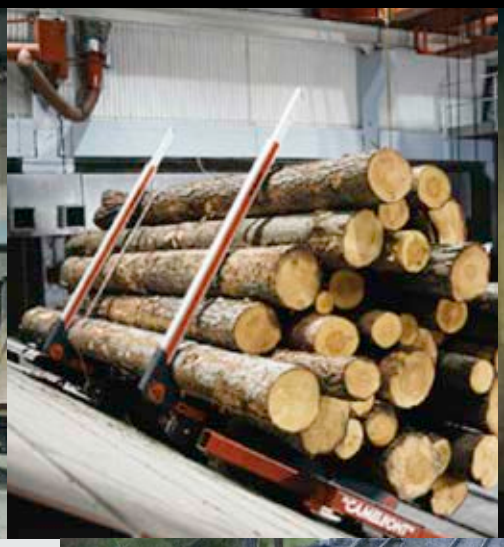
Facts:

Beside our mainstream load securing products, ExTe also offers related products based on specific customer requests. Example of such products are bunks for steel pipes and rods (picture 1). Shown in picture 2 is a bunk with fall-down stachions. Picture 3 shows example of ExTe load securing equipment for the needs of track authorities / track maintenance companies and picture 4 shows ExTe's container spigot beams for flat wagons modified to container wagons.

As the role, these products are manufactured using high strength steel. For ExTe, the costumer is always king, and we are listening. If a customer's desire is technically and economically feasible, ExTe will design, test and manufacture accordingly.

ExTe

Testing



FEM-analysis, dynamic and static laboratory tests, vibration chamber tests and operational field tests is a must before a broader market introduction of a new ExTe product.

The best test laboratory is sometimes the reality. ExTe continuously collects information and experience from mishaps. Interestingly, sometimes it's revealed that some components ought to be designed with less strenght. This to lessen total material and economic damages if the worst happens.

Facts:

Normally, a new design is borne after customer dialog and the customers' approval of final drawings. After that FEM-analyzes are carried out, new products are always prototyped and tested in ExTe's laboratory in order to measure structural behavior and braking points. Finally, the products are tested in field conditions as test units. This always takes place ahead of any market introduction and series deliveries. Normally, ExTe's rail products are approved by rail authorities as integrated parts of a wagon approval (new wagon designs or after major modifications).

All of ExTe's stanchion and bunk designs fulfill TSI requirements regarding high strength stanchions and side mounted stanchions.

ExTe

Durability in real life.

Facts:

ExTe Rail's products are designed to withstand rough operational conditions and over a long period of time offer low LCC. However, they are not designed to win a beauty contest after 20 some years of tough operation. The aim is instead to design products that can withstand overforces without causing stopping faults.

ExTe

Rail Customers

BLS Rail, CargoNet, CFL Cargo, DB Cargo, EWS, FEPASA, Feve, GFR, Green Cargo, Grenland Rail, Hector Rail, Inlandståget, KiwiRail, Medway, Nordiska Tåg, Railcare, Trätåg, TXL, TÅGAB, Vida

ERR, MOVE Intermodal, Nacco, NetRail, OnRail, Rail-X, TRANSWAGGON, VTG/AAE, Wascosa

Container d.o.o., DDSV, Gniewczyna, Greenbrier-Astra, Inveho, MHS, Tatravagonka

Bane Nor, Buffers, Euromaint, ExTe Vertriebs, Holmen Skog, Midwaggon, OVAKO, Strukton Rail, Sveaskog, Swemaint, Trafikverket

TÜV NORD

CERTIFICATE

Management system as per
BS EN ISO 9001:2015

In accordance with TÜV UK Ltd procedures, it is hereby certified that

ExTe Fabriks AB
Gundbergsvägen 6
82762 Färila
Sweden

applies a management system in line with the above standard for the following scope:

Development, manufacturing and marketing for load lashing

Certificate No:	SE00011	Valid until:	05/12/2024
Annex No:	N/A	Initial Certification:	06/09/2021
Audit Report No:	2023/32512	Effective Date:	02/04/2024

UKAS MANAGEMENT SYSTEMS 0065

Signed for and on behalf of TÜV UK Ltd, the Certification Body

This certificate, which remains the property of TÜV UK Ltd, was issued in accordance with the TÜV UK Ltd auditing and certification procedures as amended from time to time and its validity is subject to regular surveillance audits

TÜV UK Ltd. AMP House, Suites 27 – 29, Fifth Floor, Dingwall Road, Croydon, CR0 2LX www.tuv-uk.com

TÜV NORD

CERTIFICATE

TÜV NORD Systems GmbH & Co. KG

certifies that the company

ExTe Fabriks AB
Gundbergsvägen 6
82041 Färila / Sweden

has been verified and recognized
as welding workshop based on the requirements of the standard

DIN EN ISO 3834-2

Comprehensive quality requirements

Certificate-No.: 07/204/1326/HS/0832/23

The range of validity and details of the inspection can be seen
on the back page and in our report

No.: 8121317864

The company is using a quality assurance system,
technical equipment, qualified personnel and procedures for joining processes.

This certificate is valid until

March 2026

Hamburg, 21.03.2023

TÜVNORD Digitally signed by Hoffmann Dirk

To verify the validity of the digital signature of the TÜV NORD Systems employee, the installation of the TÜV NORD GROUP root certificate is required: https://www.tuev-nord.de/en/customer-login/digital-signature/

Certification body
of TÜV NORD Systems GmbH & Co. KG
Accredited Body

TÜV NORD Systems GmbH & Co. KG • Technikzentrum • Certification Body
Große Bahnstraße 31 • 22525 Hamburg
Telefon (040) 8557-0 • Fax (040) 8557-2710 • E-mail: technikzentrum@tuev-nord.de

STH-ZE-ISO3834-FB-320_29a_zertifikat-ENG rev7(2019-07)

TÜV NORD

CERTIFICATE

Welding of railway vehicles and
components according to EN 15085-2

TÜVNORD/15085/CL1/028/02/7

TÜV NORD Systems GmbH & Co. KG hereby certifies that the welding company

ExTe Fabriks AB
Gundbergsvägen 6
82041 Färila
Sweden

meets the requirements of the TNS-EN15085 certification scheme for the scope specified.
The scope of application can be found on the following page.

EN 15085-2 classification level CL1
in the type of activity D, P

validity: 2023-03-31 until 2026-03-30

date of issue: 2023-03-21
File number: 8121317864
Customer number: TN0832

Lead auditor: Dipl.-Ing. (FH) ROHARDT

TÜVNORD Digitally signed by Hoffmann Dirk

Dipl.-Ing. HOFFMANN
certification body

TÜV NORD Systems GmbH & Co. KG, Große Bahnstraße 31, 22525 Hamburg, GERMANY

Notes

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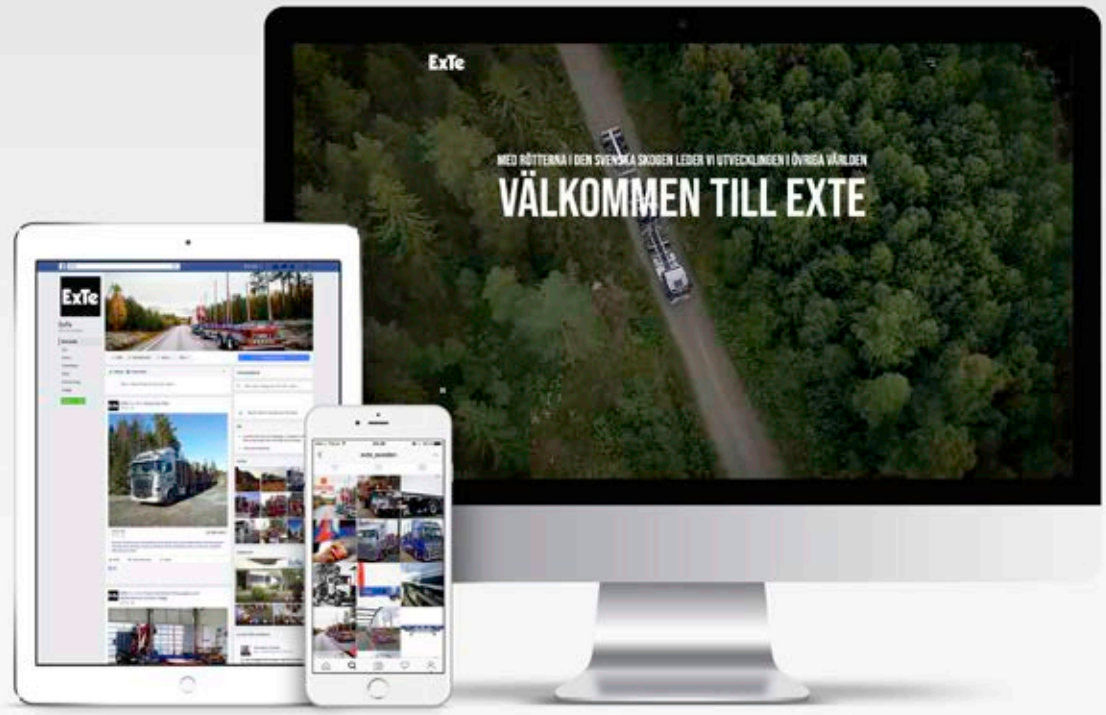
BOTH DIGITALLY AND IN PRINT.

09/2024



www.exte.se

ExTe

Securing cargo. We invented the Concept.

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