

System 144.
Designed for truckers that demand safety,
profitability and great flexibility



ExTe

Securing cargo is a concept. We invented it.

**Well tried products
developed for safe
and profitable
cargo transport**

World leading products

ExTe Fabriks AB has been in business for more than 100 years. During the past 50 years, ExTe has with great success developed and manufactured products for safe load securing of timber and pulpwood. ExTe is today a world leading company regarding the manufacturing and delivery of timber bunks and automatic tiedown systems for safe transport of round-wood and other cargo on the highways and on the railways.

Safety as a trademark

ExTe is constantly improving its products and will never compromise with safety. All of ExTe's products are always going through extensive tests in laboratories and in the field before any products enters series manufacturing. ExTe's demand on safety has in many countries been adopted as norms for secure transport of round-wood.



Designs that guarantee durability and long life lengths

Development that creates safety

The base for ExTe's product development is to understand the customers needs, mixed with creativity and a fundamental focus on safety. For all products, limits for strength and fatigue are set well above any norms, regulations or laws.

Robust constructions

System 144 is manufactured using high strength steel that makes the design able to withstand rough handling under a long life span. For the design that includes telescoping stakes, the tops are produced using aluminum. The interactions between stakes, bolsters and the attachments gives the designs a needed lateral and longitudinal suspension. A suspension that's crucial during harsh treatments at loading and unloading.

A system that offers flexibility and a number of choices

System 144 includes a number of alternative designs that offers truckers flexibility to transport other commodities besides round-wood. With sockets, bolsters and stakes integrated in the trailer bed, the trailer or lorry can easily be converted for other cargo than round-wood.

Details that makes matters easier

Bolster 144 is primarily designed for demanding transport of round-wood. The bolster 144-S is designed in a way that makes the stakes lean somewhat lesser inwards allowing for a greater width between the stake tops. This makes for instance loading of packages of sawed lumber or cargo on pallets easier.



**System 144 has become
a quality norm all over
the World**



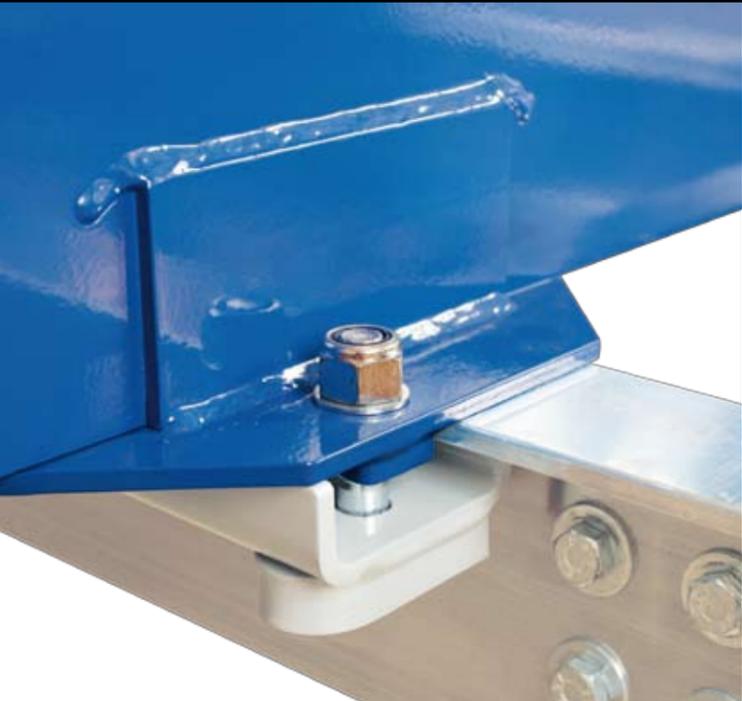
Quality that is appreciated by truckers
Up to date, System 144 is ExTe's most sold and appreciated timber bunk. This sturdy, robust, yet light weight system has throughout the years proven its high quality. The system is also flexible and easy to move from an old trailer/ lorry to a new when it's time to change vehicle. These facts have made System 144 very popular amongst truckers worldwide.

System 144 incorporates functional designs that make truckers more efficient



Flatbed sockets increases opportunities

Also the flatbed sockets are manufactured in high quality steel that has been heat treated and are well suited for welding applications without demands for pre-heating. These sockets are mainly applied on flatbed trucks used in mixed cargo transport.



Light and lean weld attachment

The attachments for the bolsters are manufactured in steel. The design of the attachment is of great importance and is vital for the entire systems life-length and safety. The attachments are also important for the suspension of the bolster and the entire bunk. The light weight attachment is delivered in sand blasted conditions together with an easy to follow welding instruction.



Flexible locking of stakes

Most common is that stakes are mounted and secured onto bolster with a quicklock system. This to facilitate a quick and smooth relocation of stakes when needed. The design of the lock-system is based on the tensioning eccentric principle. The quicklock system is designed to fit all of ExTe's bolsters and sockets. Besides this system, the stakes can be secured by bolts. The latter is suitable in applications where the stakes do not need to be moved very frequently.

Bolt mounting offers flexibility

With the use of the bolt mounting, the bolster can be attached to any undercarriage independent of the width of its frame. When attached, holes are drilled on the side of the bolster and the attachment is tightened with bolts. The attachment is delivered with at top coat of paint.



Surface treatment to create the best finish

All components that make up System 144 are sandblasted and carefully washed before prime painting and/or given a protective coating. Components that will not be welded further after manufacturing, is delivered with a high quality top coating.



Technical Facts

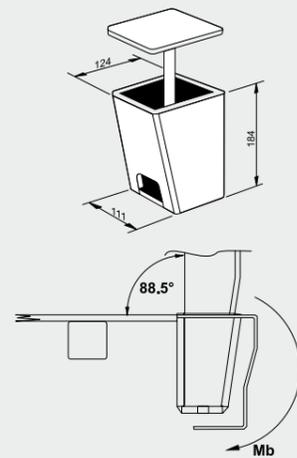
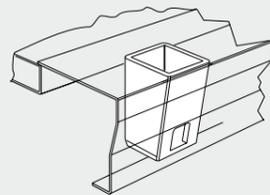
System 144/144-S

Bolsters 144/144-S.

The bolster is produced using high strength steel. The difference between the two systems is that 144-S allows for lesser inward angle (89.2°) of the stakes resulting in a greater width between stake tops. One advantage of this is that it is easier to load for instance bundles of sawd lumber or cargo on pallets. The standard 144 bolster allows the stakes to have a greater inwards angle (88.5°) of the stakes, something that make this system very suited for the transport of round-wood. Based on each customers demand, the bolsters can be equipped with additional sockets incorporated inside the bolster (for instance in the middle). Any of the two bolster designs can be used as an integrated and structural part of a trailer or lorry flatbed.

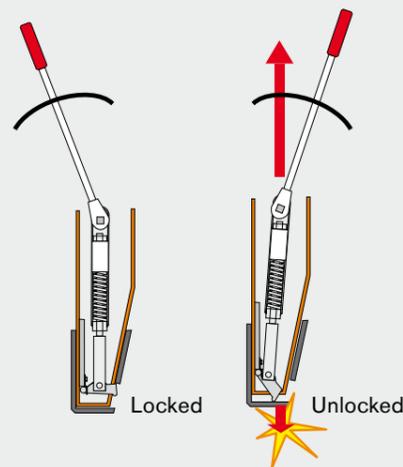
Flatbed sockets

The weight of the flatbed socket is 7.1 kg and is heat treated thus suitable for attachment to flatbed frames by welding. These sockets are usually mounted on trailers and lorries that are used for the transportation of mixed cargo. If the cargo mainly is expected to comprise of round-wood, it is recommended that the sockets are mounted in such a way that the stakes lean inwards by 1.5°. This so that the loading gauge will not be exceeded while the bunk is fully loaded. When the socket is attached by welding, it is important that the welds and chassis frame can withstand a force of 6 (six) ton-meter. It is important to determine if a chassis frame has to be reinforced or strengthened ahead of any attachment of the socket. This responsibility lies on the contractor/investor that insures that welds and surrounding frame areas fulfills strength criteria's.



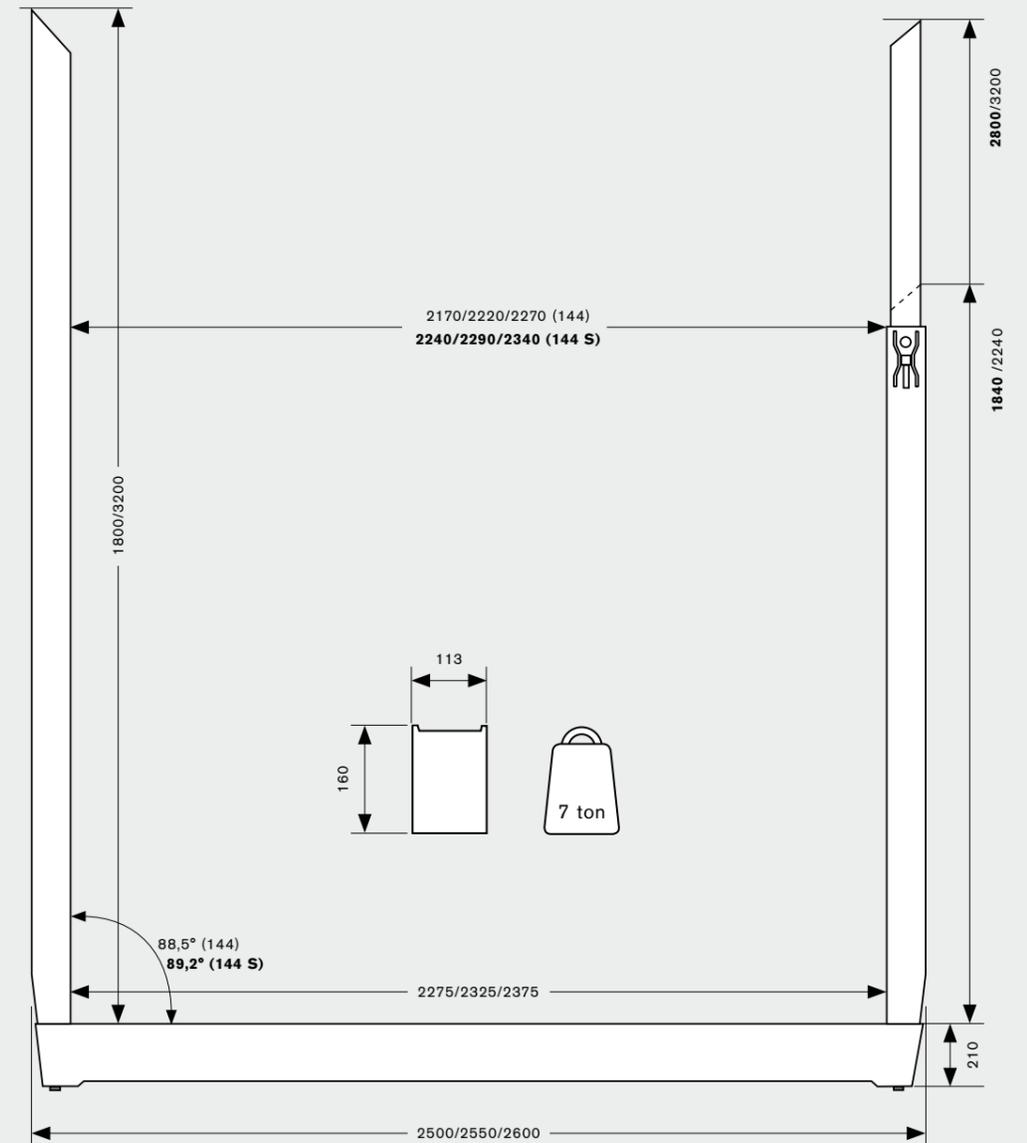
Mounting of stakes

The stakes can be mounted either by bolts or by the quicklock system. Both alternatives fits all bolsters and sockets. Mounting by bolts is recommended when it is anticipated that the stakes will not be relocated frequently. The bolting package consists of high strength bolts and nuts plus spring-suspending washers. The purpose of the latter is to allow for some elasticity in the joint and to keep the right torch, something that increase the life-length of the entire system. The quicklock system offers the possibility for very quick and smooth relocation of stakes. The stakes are locked and secured by the use of a special wrench. The locking mechanism is based on the tensioning eccentric principle where a compressed, or released, spring makes the difference between locked and unlocked.



Technical Facts

System 144



More ExTe on the web and in printing



ExTe is market leading in its field and has the widest assortment of products for safe transport of timber, pulpwood and lumber by lorry and by rail freight. Your best guarantee is the fact that ExTe and its R&D department never compromises with safety.

You can find more information about ExTe's products by visiting our home page at www.exte.se, or by ordering our brochures at phone +46 (0)651 175 00, fax +46 (0)651 175 03 or by e-mail info@exte.se.



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