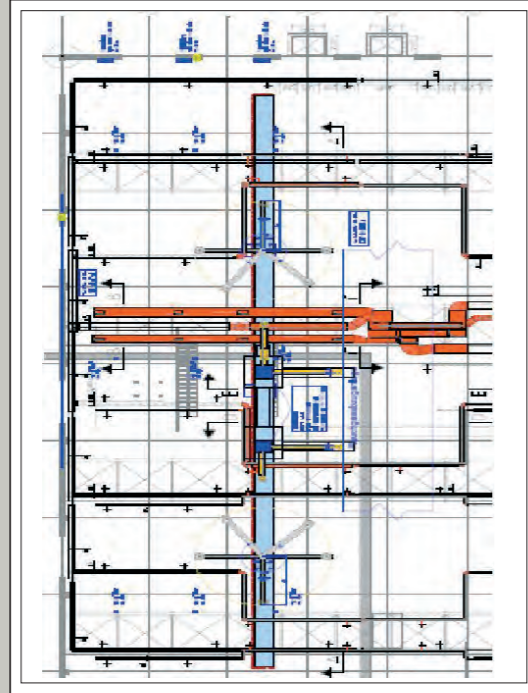
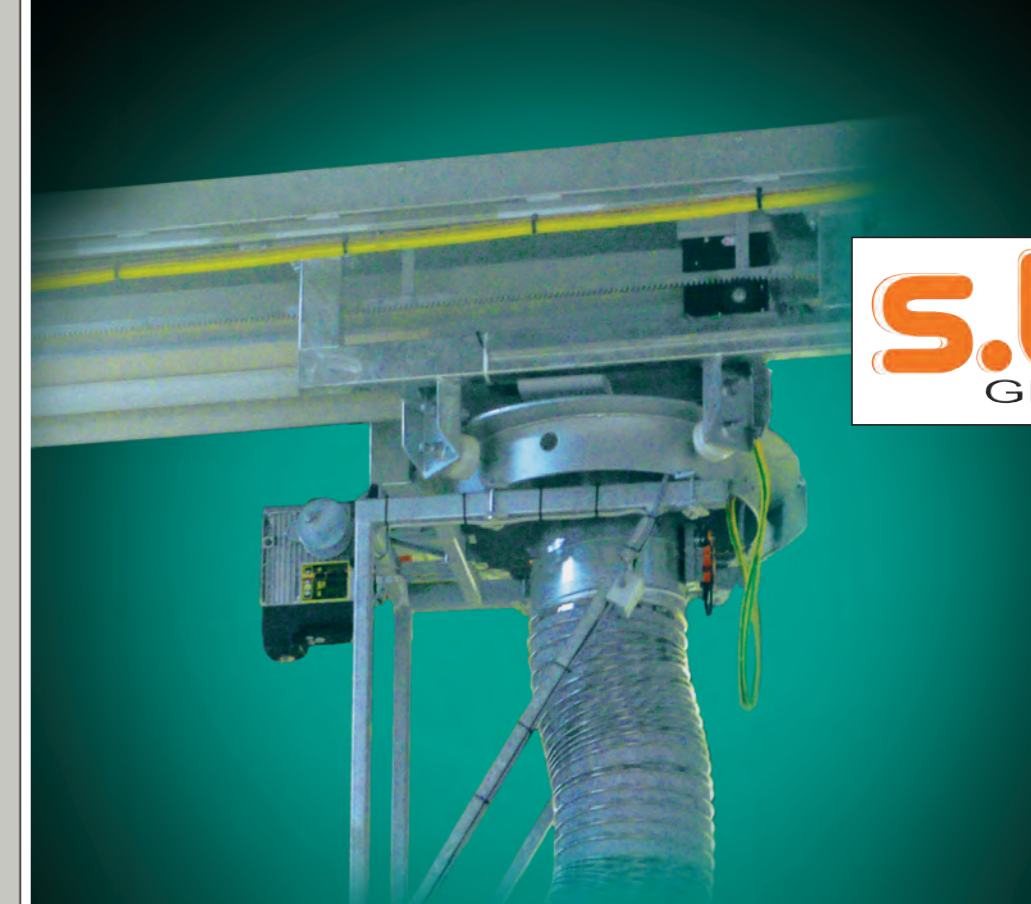




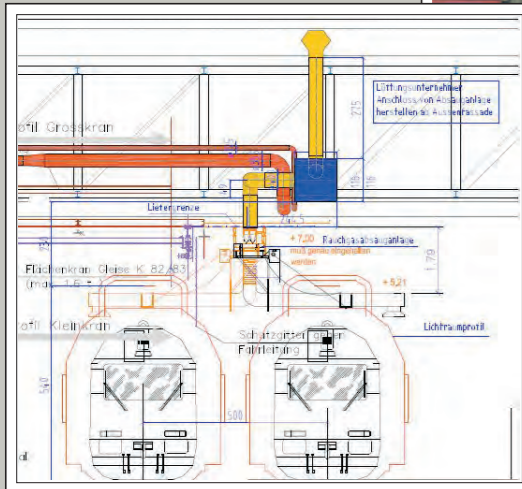
Extraction cover NW 550, height adjustable with extraction arm NW 355, swivelled below a catenary wire with mixed operation of diesel and electric locomotives.



Top view drawing of implementation planning for a diesel locomotive extraction at SBB



Extraction arm NW 355, movable in three levels in an SSK 900 rail system across a length of 50 m, with radio remote control.



Sectional drawing with detailed planning considering the clearance gauge for rail-ways in service and maintenance halls with extraction across two parallel tracks. The specialty is hereby on the left track which provides the option of simultaneously using surface carrier and small crane with according protection against collision. On the right track, the system is used in parallel with electrically operated trains and shutdown of the catenary wire must thus be ensured with the use of extraction.



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**We are member!**  
Federal Association of  
Manufacturers and importers  
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The company **s.tec Germany GmbH** is presenting its newly designed product range for locomotive extraction units.

Its products are intended for the use in agency workshops, locomotive hangars, and also for industrial applications.

The focus is hereby on selective detection of pollutants.

The systems are designed based on the particular project.

Our experience in selective detection of pollutants gives users the security of operating the required extraction technology in an energy saving and economic manner while adhering to legal requirements.

National and international references provide users with the assurance of using a product of lasting value.



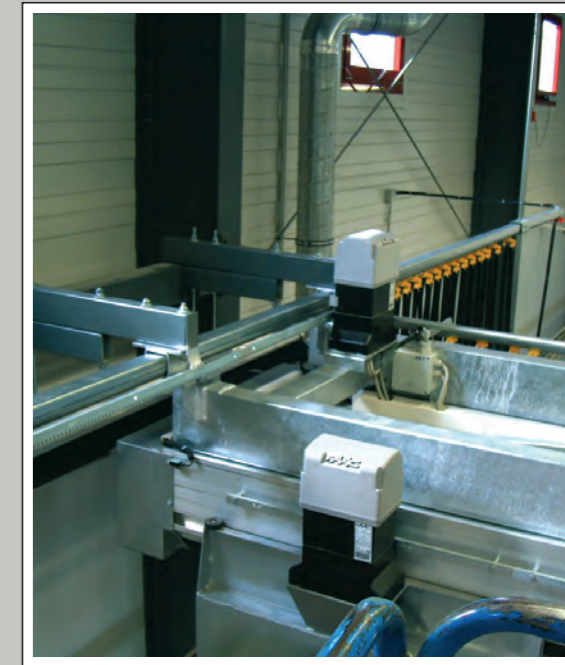
Steam locomotive extraction at Molln in Bad Doberan via multiple joint extraction arm with  $\varnothing$  200 and a max. reach of 5 m, with custom design for exhaust gases containing extreme amounts of sulphuric acid.



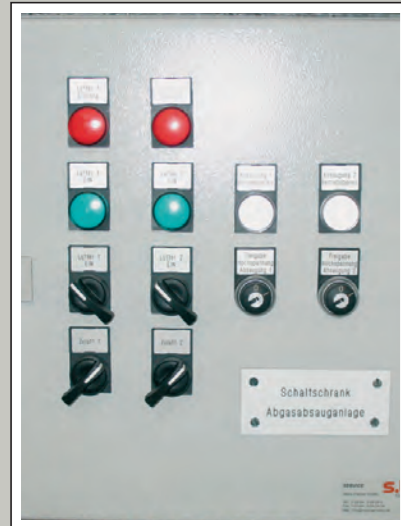
Diesel locomotive extraction in a Vossloh-Werke service workshop with a swivel-mounted SSK 900 rail system for up to 10,000 m<sup>3</sup>/h, adjustable in three axes.



Exhaust gas extraction unit for diesel railcars and diesel locomotives in a service workshop at Westerwaldbahn with a crane-like SSK 900 rail system – 60 m long – with two SSK 900 extraction racks – 14 m width – self-supporting and movable in three axes.



Extraction rack in self-supporting steel structure – 14 m width – with two drive motors with tooth belt drive to move in longitudinal and crosswise direction.



Control cabinet for diesel locomotive extraction with fan control as well as key switch to release extraction.



Diesel locomotive extraction with extraction rack and telescopic extraction cover – 2 m – in NW 355 for 6,000 m<sup>3</sup>/h.



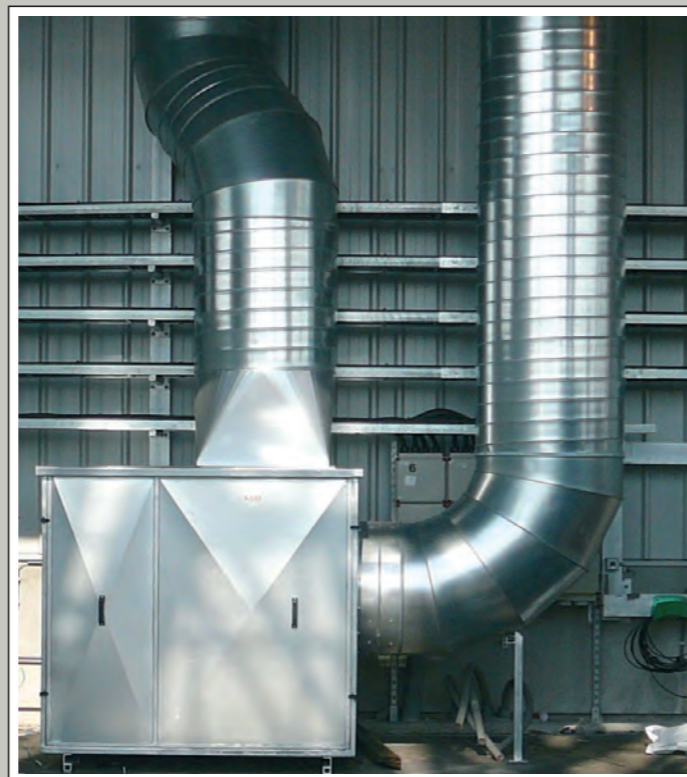
Rail system, SSK 1350, length 30 m, with four NW 560 extraction carriages for performance endurance tests on diesel operated emergency generators with up to 1,100 KVA, manually movable, pivotable and height adjustable.



Exhaust gas extraction for diesel railcars for regional railway service with an SSK 290 rail system – 60 m length – with a cantilever arm, NW 250, length 5 m.



Telescopic extraction cover for a diesel railcar.



Extraction ventilator in sound insulated casing with an extraction volume flow of 25,000 m<sup>3</sup>/h, connected extraction and exhaust pipe in NW 800.



Extraction cover at ÖBB, length 40 m, with segment extraction via smoke and heat detectors during coming in and leaving of the diesel locomotive in the hangar to adhere to health protection at the workplace (analogously our TRGS 554).



Diesel locomotive extraction, going with and automatically releasing, for the fire brigade at SBB in the St. Gotthard tunnel, with 5,000 m<sup>3</sup>/h, combined with a Firemaster connecting and separating device via an SSK 580 rail system.



Two extraction hose carriages, NW 560, for a diesel emergency generator, 1,100 KVA, telescopic with a reach of 2.5 m, for an extraction volume of 25,000 m<sup>3</sup>/h.