

**We move the wind industry**

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Mediaco Heavylift

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number 10,000

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the StreetMAX

## Trust in courage and far-sightedness



A status quo has never been up for discussion at the Faymonville Group.

Forward momentum, growth and innovation characterise the past, shape the present and

point to the future in connection with a high standard that we set for ourselves. We invest in strategic projects with a clear vision and courageous decisions. Just recently, our international guests were able to see this for themselves at the premiere of the "WindMover Days". Products such as the innovative BladeMAX1000 and the new 4+7 FlexMAX with tower adapter impressed the industry experts.

We continue to press ahead with the steady, targeted expansion of production capacities at our sites in Poland, Luxembourg, Belgium and Italy. A new production line is meanwhile already in use in our factory in Poland. This makes Goleniow the number one in the group in terms of floor space with 55,000 square metres. As the core plant for MAX Trailers, the delivery of vehicle number 10,000 is another milestone for this location. In addition, the delivery centre in Luxembourg is being enlarged and will then offer even more space for detailed instructions. This expansion goes hand in hand with the extension of the affiliated logistics centre. This extension means that we can provide our customers with even more efficient and faster services. In addition, a new steel warehouse will be added to ensure the permanent and stable availability of our most important raw material.

Another important step is the establishment of a local factory in the United States of America. With this expansion we are extending our production network and creating a stronger presence in North America in order to better

support our local customers with targeted solutions and products. We are currently completing our product range for the USA with the new StreetMAX.

Constant investment, product developments, process optimisations and the development and expansion of competencies show a clear commitment to our long-term growth strategy. The projects that have been initiated reflect our trust in courage and farsightedness. To this end, we are striving to guarantee the highest level of quality and intensive, customer-oriented service. Numerous job reports from all over the world in this "Go to the MAX" highlight the importance of reliability and solution-oriented products.

We are convinced that our approach will not only increase our capacity and operational efficiency, but will also and in particular take our customer service to another new level. Through the combination of local presence and global reach for production, sales and service, we want to be optimally positioned to continue to grow sustainably and to be the right partner for our customers in the future, too.

Alexander Fickers, CEO of the Faymonville Group





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## Successful premiere of the „WindMover Days“

Renewable energies have been an important topic for some time. The wind power industry in particular is subject to continuous development. Offshore systems and wind farms are growing continuously, as are the dimensions of the wind tower elements and rotor blades – and with them the transport challenges. The Faymonville Group is dedicating its in-house exhibition „WindMover Days“ to this topic, where suitable solutions will be presented to international visitors.

Around 250 industry experts from the wind power sector will come together over four days to get a close look at the latest high-tech material on the factory premises in Luxembourg. „All aspects and technical subtleties of the exhibits will be explained to visitors in detail“, says Rainer Noe, Product Manager at Faymonville, describing the approach of the event. Everything will be on display, from low loaders to flatbed trailers and from blade lifters to self-propelled vehicles and tower adapters. That is only logical, because the brand trio of MAX Trailer, Faymonville and Cometto supply the appropriate special vehicles for every challenge in the wind power industry.

### Solutions for wind turbine blade transport

Thanks to the maximum loading platform length of 74.65 metres, the **4-axle WingMAX flatbed trailer** provides for the necessary mobility with the longest XXL blades. „The enormous stroke at the gooseneck and the longest available 4-fold telescopically extendable loading platform, as well as the gooseneck length, which is compatible with 5-axle tractors, and the 19.5“ pendle-axles are real assets for the wind power industry“, says Julian Thelen, Faymonville’s Head of Sales Europe, listing various advantages. „The sliding load support for the blade tip frame permits shortening of the flatbed semi-trailer even under load. This refinement is a real help when you have to pass through winding stretches of road.“

A combination of a **2-axle dolly and a 4-axle self-steering trailer with a rotor blade adapter** significantly increases manoeuvrability compared to classic telescopically extendable vehicles. „The maximum stroke of 1,700mm always comes into its own when roundabouts or obstacles have to be driven over. The vehicle hydraulics and especially the forced steering can be powered by an additional diesel power pack alongside an integrated electro-hydraulic power pack. And a lifting capacity of 30 tonnes guarantees that our adapter is also prepared for the next generation



Watch the after-movie  
of the WindMover Days



of blades. The universal interface to the root frame also provides a flexible solution for all blade manufacturers“, says Sales Manager Julian Thelen, explaining the special features of this solution.

The blade lifter model **Cometto BladeMAX1000** with a load moment of 1000 m/to – the highest value on the market – transports blades with the necessary manoeuvrability through winding mountain passes, challenging urban areas and densely forested regions. Adrian Zingan, Product Manager at Cometto, explains what is important in use. „The rotor blades can be rotated by 360 degrees around their own axis if necessary. It all depends on the obstacle on the road section and the prevailing wind direction. This product range is completed by the BladeMAX650 and the BladeMAX800, in which the rotor blades are erected up to an angle of 84°, swivelled and likewise rotated 360° around their own axis.

A third vertical axis of rotation can even be integrated as an option, adding a lateral swivel angle of 20°. Optimum handling stability is guaranteed by the similarly patented stability control system. Several sensors transmit data in real time, which is processed by a central control unit. In this way, all safety-relevant information is constantly monitored.“

At the „WindMover Days“ the BladeMAX1000 will be mounted on a **10-axle Faymonville ModulMAX AP-M heavy load module**, which combines the assistive mode with the self-propelled mode and the trailer mode. With up to 1,280 kN of pulling force from a power pack, the ModulMAX AP-M is by far the most powerful on the market. The drive axles can also be switched on and off while driving at any speed. In addition, the modules offer seamless freedom of combination with conventional 3,000 mm-wide Faymonville ModulMAX modules and other brands.

### Solutions for transporting tower segments, hubs and nacelles

A **4+7 self-steering trailer combination with a tower adapter** with a lifting capacity of 100 tonnes is used for the height-optimised transport of tower segments in the most diverse lengths and diameters. Rainer Noe reports positive customer feedback: „The free-turning device allows even the tightest bends and obstacles to be overcome. The two installed tower adapters with a vertical stroke of 1,800mm enable connection to the tower segments in a 3-point or 4-point clamp. The self-steering trailer was designed with a hydraulic axle support and a fully redundant steering system, thus offering maximum stability and safety during these complex transport operations.“

The **3+5 VarioMAX** low loader on display is characterised by its vessel deck, which can be widened hydraulically from a basic width of 3,000mm to 4,700mm. This technology allows maximum load width flexibility so that tower segments can be transported at the optimum height, depending on their diameter. The extension provides for variability in the load length. Proven 19.5" pendle axle technology ensures optimal driving behaviour.

The **MultiMAX 6-axle semi low loader** with a low 17.5" PA-X pendle-axle parked in the company yard impresses with a minimum loading height of only 790mm. The double telescopically extendable loading platform up to a length of 27,400mm provides variable options for transporting different wind turbine components. The hydraulic gooseneck with switchable axle compensation enables lifting/lowering in the front area and the steering behaviour can be adapted to different transport lengths in just a few simple steps. Moreover, the exhibit is only the tip of the iceberg in its category, as the PA-X product family offers the option of configuring semi low loaders with up to 12 axles.

Self-propelled vehicles such as the **12-axle Cometto MSPE 48T** on display are the appropriate technology for confined areas and the highest payloads, often for elements of offshore wind turbines in particular. The electronic multi-mode steering guarantees maximum manoeuvrability and precision with a steering angle of +/-135 degrees. Safer driving and higher transport speeds are possible thanks to tubeless tyres. The SPMT's basic width of 2,430mm makes it easier to transport containers from one place of use to the next. With the new SPMT generation, it is possible to combine MSPE 48T (Standard & Heavy Duty) or MSPE EVO3 70T (Standard & Heavy Duty) vehicles in a width of 2430mm or 3000mm and with 2, 3, 4, 5 or 6 modular axle lines. A payload of up to 70 tonnes per axle line and a bending moment of up to 9400 kN metres are top values and unique advantages.

### Solutions for the construction of a wind turbine

A **4-axle MAX410 ballast trailer** from the MAX Trailer brand is perfect for transporting compact crane parts and crane weights. The vehicle is equipped with a hydromechanical steering system for optimum manoeuvrability. Its robust design with a torsion-resistant central frame enables the highest point loads. Rainer Noe summarises the context of these promotion days and refers to the echo from wind power customers: „Vehicles from the Faymonville Group create the basis for competitive and efficient work. The various vehicle developments not only ensure the smooth and reliable transport of these large and often fragile parts of a wind turbine, but also contribute to a reduction in transport costs and the ecological footprint. These are sophisticated transport solutions that already equip you today for tomorrow's requirements.“

## OUR WINDMOVER DAYS EXHIBITION VEHICLES



# Rededication of a „Lost Place“

Whether for photographs or video recordings – „Lost Places“ awaken the desire to explore. They fascinate with their mysterious aura and the stories that seem to relate their perishability. A former military site in the German Eifel region near the city of Prüm has a similar effect.

Following a civil rededication of the site, the „Prüm Air Station wind farm“ is being built here with two Nordex N149 wind turbines. According to the project operators, the expected electricity production will later supply around 13,500 households with renewable energy. The freight forwarder Gutmann was commissioned with the transport of individual turbine elements. Steel segments of 21m and 29.5m in length were to be transported to the West Eifel by two new Faymonville 4+7-axle trailer combinations with FlexMAX adapters.

### „That beats everything“

The driver duo Rolf and Jörg, along with their companions have already been on the road for several days when it comes to the final stage on Sunday evening. The journey started in Leipzig earlier in the week, and now the group is waiting at the Meckenheimer Platte rest area for the starting signal. At dusk, early summer air and thunderclouds form a changeable scenario. There are still 50km to go to the unloading site. It is a baptism of fire for the two self-steering trailer combinations. The Gutmann experts are satisfied with the initial findings. Driver Jörg put it more precisely: „In terms of steering geometry, the vehicle really beats everything.“

### Great handling

Suddenly things get lively in the parking area. Everyone takes up their positions and the elongated entourage heads for the motorway. The longer of the two combinations has a total combination length of around 58m and a total combination weight of 130 tonnes. On the A1 motorway, the convoy is now the dominant force. For the moment, nobody can overtake it. The adapter’s vertical stroke of 1,800mm is used for the exit onto the B51. „In addition, the manoeuvrability is generally impressive and it’s a real trump card when driving. The combination follows as if it’s being pulled on a string,“ says Gutmann driver Jörg, naming another positive effect. „not only that, hydraulic and mechanical safety systems on the FlexMAX give you a reassuring feeling.“

### Harmony between driver and companion

In the meantime, rain has set in – typical Eifel weather. Brightly lit, the transport moves through the densely wooded area. One last challenge awaits 2km before the finishing line. A 90-degree bend forces the drivers to perform a short backward manoeuvre. Here, too, the harmony between driver and companion is obvious. The team know each other and have everything under control. Driving into the site is easy with the power steering system and the wind farm is then quickly reached.

After a short break, it is time to unload directly at the installation site. „First we lower the tower segments one after the other and detach the flange from the adapters. We don’t need a crane for that, it works autonomously. Then we couple the vehicle back together and off we go to the next job“, says the Gutmann team about the final step. That is done quite quickly, the standard remote controls helping with the execution. The project is thus completed. The Gutmann entourage drives back to the road via a forest path and leaves the site to the silence of nature again for a moment.



This way to the action video

## A well-rehearsed trio

In the construction of a wind turbine, the three rotor blades required usually reach the wind farm together. This is preferably done at night in order to minimise the disruption to the traffic infrastructure. In such a project, carried out by Ter Linden Transport from the Netherlands, the convoy makes its way with a length of a good 300m.

The waiting is over at last. On Wednesday, the three Nordex NR74.5 wind turbine blades had already been mounted on the three FlexMAX self-steering trailer combinations with rotor blade transport system. However, the journey from the harbour in Antwerp to Oost-Zeedijk in the Netherlands isn't scheduled until the evening of the following Monday. It is dusk as the driver Patrick Houtenbos and his two colleagues check their vehicles one last time. Everything is ready to go. "Our companions are coming now and then we'll be off." Patrick Houtenbos is not easily ruffled. "That's the way it has to be. With our team, the coordination works great."

### Like a shining chain through the night

Clear and precise communication is essential, because attentiveness is a must due to the overall length of such a combination. Walkie-talkies are therefore ubiquitous. Arjan Westerveld sits in one of the escort vehicles and operates the power steering of one of the trailers at the motorway entrance and in narrow exit areas. There are quite a few such treacherous passages to overcome during the approximately three-hour journey. "Only self-steering trailers with adapters make the necessary manoeuvrability possible with the long blades", he says, speaking from experience. Over a distance of about 150km, the elongated entourage looks like an illuminated chain that stretches towards Zeeland.

### Compact for the unladen journey

Patrick Houtenbos manoeuvres his combination with the 73-metre-long wind turbine blade over the last few metres to the unloading site by reversing. In the darkness of the night, everything seems even more mystical. Lights off, engine off - now it's time for a break. With the first rays of sunshine, preparations for the next step begin. The two cranes are waiting to lift the rotor blades on their frame construction out of the adapters. The nearby coastal strip is barely visible behind the dike. But there's no time for the beauties of nature, because there's still work to do. Everything goes according to plan and the Ter Linden team reassembles its vehicles into three compact combinations for the unladen journey. The wind farm is now nearing completion. The three Nordex N149 turbines with a mast height of 125m will generate 60,000 megawatt hours of power annually in the future. Meanwhile, the next stop for Patrick Houtenbos, Arjan Westerveld and Co. is Denmark. Once again, wind power projects are on the agenda. So, hardly any break for the well-rehearsed team. "We have the schedule under control", they say unanimously. One last joke follows and then it's back on the road.



Experience the wind turbine blade transport as a video here



## The new Eco500



Cometto, as the centre of excellence for self-propelled vehicle technology, presents its latest development: the Eco500! This vehicle lines up alongside the Eco1000 and Eco1500 and is particularly suitable for intralogistics tasks with payloads of up to 500 tonnes.

Intralogistics transport tasks include transport processes and material flows, for example in the areas of logistics, port operations, factory relocations and industrial rental services. „With the Eco500, a self-propelled module is now available that impresses with its compact design. The power pack is integrated under the loading platform and, with a basic width of 2,350mm, it is ideally suited to the tasks that crop up there“, says Adrian Zingan, Product Manager at Cometto, describing the new development. The self-propelled vehicle can also play to its strengths in segments such as mechanical engineering and plant construction, wind and energy, aerospace, infrastructure projects, the heavy steel construction industry, the nuclear industry, aerospace and prefabricated parts. „The Eco500 guarantees full functionality even at a low driving height of 670mm. The electronic multi-mode steering makes the self-propelled vehicle extremely agile, even in the tightest of spaces. And the robust and particularly strong chassis enables flexible load distribution.“

### Modular and extendable

Typical of Cometto is the flexibility and adaptability that the Eco500 offers. The module is available with two or four axle lines, both variants being extendable by up to two „joker axles“ while maintaining the same wheelbase. Several Eco500s can also be combined together in a side-by-side, back-to-back or open combination.

It is even possible to install spacers when transporting long loads. This forward-looking modular design and its „connect-and-drive“ process bring heavy-duty tasks up to a user-friendly and efficient level.

### Emission-free driving

The Eco500 also offers several variants in the drive area. There is a choice of electric, hybrid or diesel-powered models. Inside factory buildings, more and more attention is being paid to emission-free driving. In this case, the Eco500 provides the right answer. The software used in the power packs is fully compatible with all vehicle generations, guaranteeing a future-oriented and flexible investment. The integrated Telemakhos remote diagnosis system is a globally accessible tool for intervening remotely if necessary. The MAXProtect+ surface treatment ensures maximum and long-term corrosion protection.

### Compact pendulum suspension for maximum safety

Cometto’s patented pendulum suspension is the most compact solution on the market. Thanks to an integrated safety valve, it offers outstanding protection and maximum safety. Adrian Zingan: „This technology is based on the design of Cometto’s MSPE series, which can look back on decades of experience and thousands of jobs. It also provides greater ground clearance.“ All in all, this is an exciting product with which Cometto is expanding its position in self-propelled tasks in the intralogistics sector and beyond.



# Successful maiden trip of M.J. van Riel's CombiMAX



Discover the  
action video  
here



Everything that is new sparks a particular interest. The combination from the Dutch company M.J. Van Riel with an 88-tonne transformer on its loading platform is no exception. The focus is on the new CombiMAX from Faymonville. This is its very first mission.

After two nights and a total distance of 850km, the destination is within reach. The 4+6 lowbed combination with an overall length of 33.5m and a total weight of 155 tonnes is ready for take-off in the Veghel industrial area in the Netherlands. From the starting point in Regensburg, the journey of the low loader leads right across Germany to the northeast of the Dutch province of Noord-Brabant.

### Lowbed tackles an underpass

Gerwin "Kubus" Boemaars is project manager at M.J. van Riel and coordinates the project. He has been active in the industry for 30 years and therefore nothing fazes him even on the most demanding journeys. His mobile phone rings again and, as the central figure in this transport task, he pulls all the strings. His instructions are clearly communicated. "We are now starting the last phase", he finally says and gives the start signal for the escort vehicles and the 4+6 combination with flatbed deck.

The pitfalls of the last few kilometres on the local N622 are well known. The roundabout is masterfully negotiated thanks to the agile pendle-axles. To do this, the yellow convoy rolls safely through an underpass. Gerwin Boemaars can observe everything without stress. "This is where the lowbed and the low loading height pay off, giving us the necessary centimetres."

### Reversing to the unloading area

The last phase consists of reversing from the main road to the substation. The M.J. van Riel mobile crane is already waiting here. The team is perfectly coordinated. Everything fits together perfectly. The driver Ed has everything in view from his Mercedes Arocs 8x4 tractor unit. Thanks to the low loader's power steering system, he can also thread into the factory area in just a few seconds. The CombiMAX, with all its modular options and intuitive functionality, is in good hands with Ed. "My knowledge of the CombiMAX system is getting better and better", he says after the premiere and takes in further impressions with the new modular combination. Once all the chains and lashing straps have been released, the crane picks up the transformer. A few metres from the low loader, it is placed on the designated spot with pinpoint precision.

Once the load has been removed, the lowbed returns to its curved pre-tensioned position. It's an impressive performance that shows just how robust these combinations are.

### Full agenda for the CombiMAX

The driver Ed has only casually followed the unloading process, but now it's his turn again. From the operating element on the gooseneck, he goes to the front and rear bogie. Some axles are lifted for unladen journeys. This simplifies manoeuvring and reduces tyre wear. Meanwhile, the rest of the Van Riel team packs up the load securing equipment. Everything happens at lightning speed. "The next projects are already planned", says Gerwin Boemaars. The new CombiMAX has a full agenda. He devotes his entire life to international heavy duty transport and you immediately see that he knows all about his job. But that's it for today. The CombiMAX has successfully mastered its maiden trip.



## Hercules pulls through the jungle



The Philippines in Southeast Asia are the fifth largest island nation in the world. The country consists of 7,641 islands, of which about 880 are inhabited. Supplying the approximately 110 million inhabitants with energy is therefore a challenging task. Hercules Transport Inc. and its heavy-duty transport Faymonville fleet play a key role here.

In addition to energy generation from oil, natural gas and coal, renewable energy sources such as hydroelectric power, solar and geothermal energy are used. The Philippines are among the largest users of geothermal power plants in the world. The expansion of such a plant, in which heat is converted into electricity, is pending in the Philippine province of Leyte. However, the journey of the many components to get there is long and arduous.

### By ship and then over land

The starting point is the port in Cebu, where various heat exchangers, evaporators, condensers and preheaters weighing from 32 to 130 tonnes are loaded onto cargo ships. „The roll-on/roll-off processes alone were extremely demanding due to the dimensions. However, the adjustable hydraulics of the ModulMAX heavy load modules keep the load in a stable position at all times“, reports Kiddo Beltrano, founder of Hercules Transport Inc.

### Narrow roads, treacherous slopes

The components, which are up to 23.5m in length, have a nine-hour journey by ship ahead of them. After arriving in the port city of Ormoc, the second stage awaits. The freight, which weighs several tonnes, is transported over land to a wooded area. „It's still about 27km from the port to the final delivery location, with the last 4.5km being quite challenging“, says Rolly Sanchez, who is responsible for heavy duty transport. The roads are rough and unmade, and are characterised by gravel and earth sections. There are many tight bends along the route, plus inclines and descents of up to 12 degrees. Not an easy task, and one that requires long preparations and careful planning. However, the heavy load modules with up to 14 axles are equipped for such conditions. „The 60-degree steering angle and the 600mm stroke enable us to compensate for these difficult conditions and bring the convoy towards its destination“, says Leif Sencio, project planner at Hercules Transport. Even low-lying power lines and branches of trees are safely driven under with a practiced eye.

### Plans for wind power

The individual transport operations extend over several months, for which Hercules Transport Inc. uses its total of 53 modular axle lines with accessories such as turntables, push rods, power packs and longitudinal beams. The company has been cooperating with Faymonville since 2016 and also uses the modular CombiMAX system with vessel deck and add-on beam for other projects. In order to be able to concentrate on wind power, a trio of quadruple-extendable WingMAX flatbed semi-trailers has recently been added for the transport of XXL wind turbine blades. Hercules' island assignment is then expected to go into the next round.



## A new era for Mediaco Heavylift

The philosophy of the Mediaco Group from France is shaped by ambition. In line with this principle, a new Cometto SPMT fleet with 50 axle lines enriches the range of products and services for heavy-duty tasks. They form the heart of the Mediaco Heavylift branch that has been launched. The moving of bridge elements marks the beginning of a new era.

On the edge of the RN338 in Rouen in northern France, the final access road to the Flaubert Bridge on the left bank of the Seine is being completed. As part of this major construction project, the task of the experts from Mediaco Heavylift is to bring six bridge sections into their final position. The largest sections are 44m long and 8m wide with a maximum weight of 107 tonnes.

### Manoeuvrable and compact

Two 4-axle Cometto SPMTs and two 110 kilowatt power pack units are available for this task. Such a configuration is very compact and agile. It enables the specialists from Mediaco Heavylift to drive as close as possible to the mobile cranes that are already waiting.

„The challenges of the job are proving to be complex. On the one hand, there is the autonomous loading of the SPMTs. On the other, plates must be installed to compensate for the height differences of kerbs. And as is so often the case with such large-scale projects, the night-time journeys associated with a road closure are accompanied by time restrictions and tight timing”, says Thomas Giordana, who is responsible for communications, describing the special features of this operation.

### Big ambitions in the most difficult segment

The distance covered between the starting point and the unloading point is about 150m. The final placement of the sections is carried out with the help of two mobile cranes with lifting capacities of 300 and 400 tonnes.

With its new Mediaco Heavylift division, the Mediaco Group is able to cover heavy-duty transports in the industrial, nuclear power, port and civil engineering sectors. This business unit with the Cometto SPMT axle lines plays an important role in the planning of the Mediaco Group and a further strengthening of capacities is already being considered.

Discover the  
action video  
here



# MAX Trailer delivers vehicle number 10,000



When the MAX Trailer brand with its modular concept was presented in 2012, many industry experts had great doubts. But the development has taught them better and the whole thing has become a success story. Now the manufacturer is celebrating a new milestone, as the 10,000th vehicle is leaving the production halls.

The principle is both simple and ingenious: MAX Trailer offers a number of different vehicle types for special and heavy duty transport. These are clearly defined and available as specified by the manufacturer, with everything you need, functional and practice-oriented. „This standardisation hits the bull’s eye with customers, because our models have been analysed in depth in advance and their features precisely represent the needs of the industry“, says Mario Faymonville, Product Manager, explaining the approach. „Our customer base has always grown steadily. The same applies to our sales and service network, which extends throughout Europe. Standardised vehicles with optimised equipment in premium quality have prevailed. We are taking the lead and enabling an excellent cost-benefit ratio through the strong backbone of the Faymonville Group.“

**Anniversary vehicle goes to Rutges Cargo**  
The 10,000th vehicle from MAX Trailer is now going to the Dutch company Rutges Cargo, which has opted for an extendable MAX100 semi low loader with wheel recesses. The vehicle will be delivered via Hertoghs Carrosserieën in Roosendaal, which has been part of MAX Trailer’s dealer pool since its inception. “We started in 2012 with the MAX100 semi low loader series. Over time, the range was completed with flatbed semi-trailers, drawbar trailers and low-bed vehicles”, says Mario Faymonville, looking back on a rapid development.

**Infrastructure expansion and many ideas**  
This constant drive towards the next step is also reflected when one looks at the production plant in Poland, because it is growing again and the factory buildings with the state-of-the-art machinery now extend to 55,000 sq/m. The necessary options are therefore available here to continue in the future as the standardised measure of all things in special transport.

## MAX TRAILER PRODUCT RANGE

**MAX100**  
2 to 6 axle semi low loader with friction or forced steering that is also available in an extendable variant (single or double extension), with wheel recesses or as a tarpaulin body

**MAX200**  
3 to 4 axle flatbed trailer, similarly available in a telescopically extendable version, with friction or forced steering.

**MAX300**  
Drawbar trailer with 2 or 3 central axles and ramps.

**MAX410**  
Force steered ballast trailer with 3 to 5 axles especially for the transport of crane parts and weights.

**MAX510**  
Lowbed trailer with 2 to 3 axles as pendle axle version or power steered, removable gooseneck and telescopically extendable loading platform.

**MAX600**  
Turntable drawbar trailer with 3 or 4 axles for the building and public works sector.

# New for North America: the 9-axle StreetMAX low loader

Faymonville is once again enhancing the North American transport sector with a further innovative product – the StreetMAX, which enables the transport of high and heavy loads and at the same time provides an increased payload as well as optimised manoeuvrability.

This low loader configuration shows its advantages in federal states in which the permissible axle load and maximum height are strictly regulated. „The StreetMAX is the benchmark in regions with particularly winding roads and wherever it is absolutely necessary to limit the required space“, adds Thomas Blaise, technical sales representative at Faymonville for the US market.

### Simple to handle, flexible in use

The hydraulically liftable and removable gooseneck enables infinite height adjustment and maximum safety during the loading procedure. Maximum manoeuvrability is achieved thanks to the pendle axle technology with a stroke of 600mm. The rear area behind the lowbed is formed by a 3-axle bogie with a coupled 3-axle booster. This provides additional payload and manoeuvrability is enhanced by additional pivot points.

Thomas Blaise describes other features of the SteetMAX: „The 9-axle vehicle is hydraulically force steered and has a steering angle of up to 60 degrees for optimal manoeuvrability. When configuring the lowbed, the user can vary between a flatbed deck - with a minimum overall height of just 275mm - a vessel deck and an excavator deck.“

### More axles for more payloads

With the option to attach a 3-axle dolly under the gooseneck, the front section can accept a payload of at least 100,000lbs. If additional payload capacities are required, the modular StreetMAX principle allows the installation of a steerable single-axle bogie. This so-called „joker axle“, also familiar from the CombiMAX modular system, is integrated between the lowbed and the rear bogie. It impresses with exactly the same technical characteristics as the other axle units. The StreetMAX complies with the DOT requirements for North America and its fully metallised vehicle chassis ensures the best corrosion protection on the market.

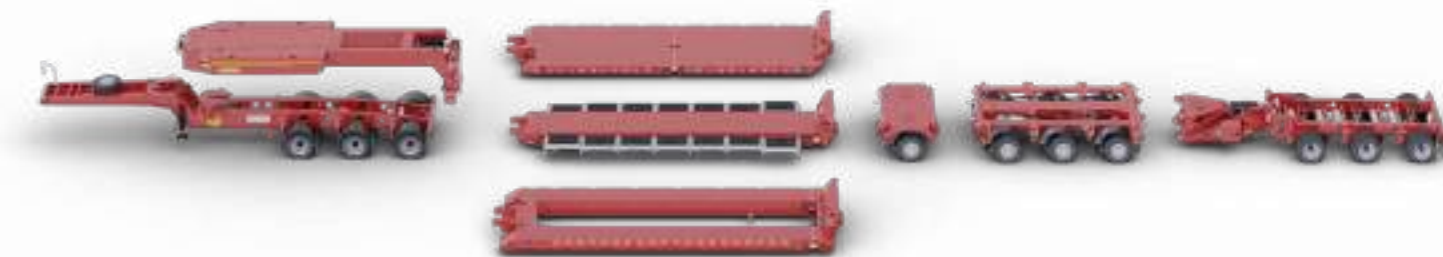
„Our North American sales partner Hale Trailer Brake & Wheel Inc. offers all Faymonville vehicles with immediate availability. They also guarantee first-class customer service with spare parts supply for the United States and Canada“, says Thomas Blaise about the strong competitor, which is bringing the know-how of the Faymonville Group to the local special transport industry.

### »» The StreetMAX at a glance:

- »» Payloads of up to 200,000lbs
- »» 3-axle dolly and single-axle „joker“ as a modular trump card
- »» Exchangeable lowbed: flatbed deck, vessel deck and excavator deck
- »» Top manoeuvrability and stress-free driving in reverse
- »» Simple and user-friendly handling



Discover  
the product  
video here



# The horses are on the loose ... with 510 tonnes!



The Arab world has many different facets to offer in terms of landscape. On one hand palm trees, sun and desert sand, on the other industrial plants, skyscrapers and cities with millions of inhabitants. Concepts are generally large in scale and special transports are indispensable in the implementation of numerous projects.

This is one of the core areas of the Al Faris Group. Founded in 1992 and headquartered in Dubai in the United Arab Emirates, the company is the largest crane and transport vehicle rental company in the entire Middle East and one of the most important in the world. A partner that is able to successfully manage the XXL projects in the region.

**Focus on two gas reactors**  
The distinctive feature of the Al Faris Group is the dynamic horse in its logo. It represents the Arabic meaning of the name Al Faris, which means rider or knight. The horse logo is also present on a total of 64 self-propelled MSPE axle lines and four 331 kilowatt power pack units from Cometto. From this fleet, 44 units with an axle load of 48 tonnes are to be used for another heavy-duty job. Two gas reactors, each weighing 510 tonnes, have to be driven through industrial sites and urban areas.

**4-file arrangement due to the width**  
„To ensure the safe and efficient transport of these giants, our specialists assemble a 4-file SPMT combination from the total of 44 axle lines“, says Revon Pereira, Marketing Manager at Al Faris, explaining the boundary conditions. „Each gas reactor has a length of 37m, a width of 10.2m and a height of 9.5m. These dimensions require thorough preparation.“ The Cometto SPMTs provide the necessary stability and driving safety to reach the final destination in the defined time window, even in a wider configuration. The Al Faris Group’s team of experts has greatly valued the self-propelled vehicles in their everyday work since the commissioning of the first Cometto SPMT in 2022. Revon Pereira says: „The MSPE series impresses with its high quality and easy handling, and it is a technologically advanced product that is ideally suited to our projects.“



## Flexibility?

# A case for the MultiMAX!



It takes more than muscle power and craftsmanship to successfully manage construction site logistics and transport projects. It requires the right, powerful machines - such as the MultiMAX from Faymonville. Let's allow the experts from the Capelle Group to report on their day-to-day work.

Whether it's heavy machinery, high-volume components or complicated transport tasks - the MultiMAX ensures that every project runs smoothly and efficiently. Numerous options make the vehicle as multifunctional as a Swiss Army knife: wheel recesses, excavator trough, extendable loading platform, lifting platform, different coverings and a loading platform that can be widened hydraulically.

### Noticeable time savings

The internationally operative Capelle Group - a special transport specialist from France with several branches in Europe - has maintained an intensive cooperation with the Faymonville Group for many years. Its extensive fleet of vehicles, which includes all Faymonville and MAX Trailer product variants, consists in part of more than 20 MultiMAX semi low loaders equipped with hydraulic widening. „This technology affects both our loads and our teams. When loaded with extra-wide elements, it ensures greater stability and thus a lower risk of damage. It also saves us time“, says Romain Le Guen, Head of Communications at the Capelle Group, describing the specific benefits.

### Flexibility opens up new markets

The required width can be infinitely set within minutes. The user can achieve a maximum width of 3,200mm without restricting the load capacity. Combined with the hydraulically moving ramps, Faymonville creates a work environment that makes the driver's day-to-day work much simpler and more efficient. Romain Le Guen: „The Capelle Group aims to have a versatile fleet of vehicles, ranging from flatbed semi-trailers to modular vehicles. The MultiMAX semi low loaders, of which we have several models in different European countries, are a trump card for us.“ According to Romain Le Guen, this Faymonville product range is an important factor for success in everyday work, because „the impact of the versatile MultiMAX on the smooth running of a construction site or other project is extremely interesting. The payload in combination with the extension of the loading platform offers considerable flexibility. The result is that not only can a greater variety of equipment be transported, but also the logistics on the construction site are optimised. This versatility opens the door to potential markets while ensuring safe and efficient working conditions.



In particular the deep wheel recesses also make it easier to transport tall machines, which reduces the effort required to move these machines and increases the loading options.“

### „A great asset“

In any case, the echo from the Capelle team regarding the MultiMAX all-rounder is clear, according to Romain Le Guen. „The ease of use, both in daily operation and during regular maintenance work, is a noticeable advantage for the teams on site. This user-friendliness reduces downtime and the learning requirement. All in all, the MultiMAX is a great asset to any company looking to optimise its transport operations and maximise its market potential while maintaining high standards of safety and efficiency.“



# Home at last

The ship „City of Adelaide“ is the world’s oldest surviving full-rigged clipper. It was built in 1864 and has had a chequered history ever since. Now it’s time to find a permanent home. Thanks to 60 Cometto SPMT axle lines, the future lies in a planned maritime museum in Australia.

„It took two years of planning to hand over the ship for its new and final purpose“, reports Ron Johnson who, as the official photographer, captures the final steps for eternity. The barge is around 54m long and weighs 585 tonnes with a width of 10m.

### EV03 series in action

An SPMT combination with two 30 axle lines of the type Cometto MSPE EV03 is used for safe transport over a distance of around 150m to the berth. The experts from the ANI company manoeuvre the „City of Adelaide“ safely between two halls and, thanks to the precise electronic steering, also overcome the tight bends on the way to the destination.

In order to provide the necessary stability, two sets of 30 Cometto SPMT axle lines from the EV03 series have been assembled, setting a record on the market with a payload of 70 tonnes per axle line. The open combination is powered by two power packs with an output of 368 kilowatts each.

### The chequered history of the „City of Adelaide“

If the ship could talk, it would certainly have plenty of stories to tell. At the beginning, it set sail to transport passengers and other cargos from London to Adelaide. In 1889 the ship was sold to a shipping company from Belfast, which converted it to a barque and operated timber voyages to North America. Its use continued to change afterwards; for example, it temporarily served as a floating hospital for infectious patients. In 1923, the British Admiralty took over the ship and it became a training ship.

### New maritime museum

After the end of the Second World War, the ship was presented as a gift to the Royal Naval Reserve, which used it as an officer’s home and headquarters in Glasgow until about 1990. However, at its berth in the Princess Dock in Glasgow, the ship sank shortly afterwards and was only raised after more than a year.

The Scottish Maritime Museum took over the mastless hulk in January 1992 with the aim of restoring it, but for a long time the funds were lacking. It was only when the traditional ship was in danger of being finally broken up that a group of supporters was founded in Adelaide, Australia, with the goal of bringing the „City of Adelaide“ to South Australia and restoring it. Now, thanks to Cometto’s SPMT technology, this moving journey has come to an end in a new maritime museum.



# The MAX510

## at the service of agriculture



Terms such as competitiveness and increased efficiency are omnipresent in the agricultural sector, too. There is little room for „meadow romance“, and the farmer is also usually subject to industrial constraints. The sector is extremely diverse, and that is reflected in the different equipment for cultivation.

Self-loading trailers, mowers, harrows and much more have already been brought to farms all over Europe by drivers of the Belgian transport company. „We are often also responsible for bringing the machines from the manufacturer to the dealer“, says works manager Julian Vincent, describing the task field. Agricultural equipment is usually not particularly heavy, but its dimensions are demanding. For height-optimised journeys, Vincent Logistics has recently placed its trust in two MAX510 2-axle low loaders.

### Farming machines of all kinds

First the gooseneck is removed, then an 11m-long self-loading trailer can be driven onto the lowbed. Once coupled up again, the combination starts its 1,530km journey from northern Germany to southern France on the Spanish border. „The self-loading trailer is 4m high, so the low loading height of the low loader pays off“, says Julian Vincent, explaining an important aspect of everyday work. „In addition, the simple operation is beneficial to the drivers.“

Whether it involves taking a mower with a dead weight of 14.5 tonnes to Scotland or an 8.4m-long disc harrow from the Czech-German border to France – Vincent Logistics has the transport of farming machines of all kinds permanently on its agenda. Vincent Logistics also moves other machines such as field sprayers, balers, harvesters and tractors throughout Europe.



### Farm approach roads are often very challenging

„With all these different tasks, it is of course an advantage that the 6,850mm-long loading floor can be extended by a maximum of 5,500mm“, explains Fabrice Lejeune, MAX Trailer’s sales representative for Belgian and Luxembourgian customers. „In addition, the approach roads to agricultural terrain are often extremely challenging. That’s where the built-in pendle axle technology comes into play with a steering angle of 60 degrees and the 600mm stroke.“ A removable intermediate platform provides an additional support point in the extension. Wideners can be folded out by about 230mm on each side in case of over-width loads.

### Over 50 vehicles from the Faymonville Group

As a Berto Group logistics and haulage company, Vincent Logistics has specialised in several key sectors over the course of more than 50 years of operation. These are the distribution of palletised general cargo in the Benelux countries, transport on a contractual basis and the open transport of machinery and equipment weighing up to 28 tonnes. In the context of all these activities, the Faymonville Group has been supplying the appropriate equipment in the form of more than 50 vehicles for around two decades.

## Crosswise is also possible



Discover the  
action video  
here



When it comes to the expansion and maintenance of railway lines, bridge construction is one of the major challenges. In Fridingen in Baden-Württemberg, such a gap is to be closed. Wiesbauer has come up with a special solution for moving the bridge with its Cometto SPMT fleet.

In the picturesque region between hills, green meadows and clear water, a blue steel colossus awaits. The bridge element that has to be lifted into its final position is 61.2m long and 8.15m high. The crawler crane with its imposing booms has already taken its position for the manoeuvre. The dead weight of 426 tonnes makes it clear that a lot of lifting capacity is required here. The Cometto SPMTs are therefore the ideal means of transport to transport the bridge within sight of the railway line from the pre-assembly site to the pick-up position.



**First lengthwise, then crosswise**  
In the planning, there are some aspects to consider that are indispensable in such heavy-duty projects. The bridge's particular width of 7.65m matches the loading platform length of the 6-axle SPMT exactly. In consultation with the engineering office, two self-propelled modular transport vehicles are therefore positioned under the node points of the bridge at right angles to the long side.

However a „classic“ linear movement is not enough. „The transport begins with a longitudinal movement of around 30m“, says Joachim Kolb, Sales Manager at Cometto, describing the initial scenario. „The SPMT axles are then rotated by 90 degrees, followed by a transverse movement of about 12m to the final position.“ The Wiesbauer employee performs these manoeuvres via remote control with the necessary calmness.

**Reliable even under heavy loads**  
The capacity utilisation of the two Cometto SPMT MSPE48s is around 82% each, with an axle load of 44 tonnes. „Even as close as this is to the load limit, the Cometto SPMTs perform perfectly“, says Marco Wilhelm, project manager at Wiesbauer, praising the reliability and precision of the self-propelled vehicles throughout the entire project.

The job is finally completed when the crane picks up the element and lowers it into the prepared position with millimetre precision. The puzzle is complete. In Fridingen, travellers will soon be able to enjoy the beautiful view from the train.



## Modern brewery equipment for Namibia



While beer consumption is stagnating on the European continent, the drink in all its varieties is on the rise in Africa. Accordingly, investments are being made in local brewery facilities to meet demand. In Namibia, the local company Namibia Breweries Limited is the best-known name and some special transports are on the agenda for the construction of a new plant.

The company, known as NBL for short, brews its own beers and sells soft drinks, half of which are exported, especially to neighbouring South Africa. The brewery is currently expanding thanks to the positive development. One of the main components of such a facility is the so-called „washing machine“. This is the central unit of the brewery's bottle cleaning plant. Such an individual part is now to be transported by our customer Absolute Logistics Ltd – and this project is a first for them.

### Detailed training in advance

„The operation is the maiden trip of our new ModulMAX“, says General Manager Nadia Marggraff, explaining the boundary conditions of this demanding mission. Overall, the recently delivered modular heavy-duty combination consists of ten axle lines with gooseneck and an extendable excavator deck. The Absolute Logistics team is given detailed training from Faymonville employees in advance in order to be prepared for the real thing. Work lies ahead of them in the port city of Walvis Bay.

The specially built cleaning plant weighs 73 tonnes, and is also 15.1m long, 5.2m wide and 3.6m high. The cargo has arrived by ship and is now being brought to the site in the Namibian capital Windhoek by the experts from Absolute Logistics. The route is 400km long across the country in southern Africa.

### New modules for new task fields

The ModulMAX can immediately show what it is made of. „The profitable combination of length and load capacity of the ModulMAX with axle loads of up to 45 tonnes made it possible for us to execute the project“, says Nadia Marggraff, making it clear that the new acquisition also immediately brings in new orders. The mechanical steering with a 60-degree steering angle helps the vehicle to pass through winding sections along the route. The 17.5” pendle-axles compensate for major unevenness in the ground and ensure optimum ground contact and even tyre pressure in the most difficult conditions.

Such transports are also always a major challenge in terms of transport infrastructure and scheduling. „In this case, the width of the freight and also the profile of the route are additional factors, because the road is not multi-lane and we have to do the whole thing with several escort vehicles and a police escort“, says Nadia Marggraff, describing the circumstances that she is very familiar with. In Namibia, special transports may generally only be carried out during the daylight hours. The correspondingly dense traffic situation makes transport even more difficult and requires detailed planning, a high degree of concentration and reliable heavy-duty vehicles.



## A 340-tonne transformer across Italy

SIMI Trasporti specialises in extraordinary missions with special challenges. This project involves the transport of a transformer on a 10-axle 4-file combination from its Cometto self-propelled SPMT fleet.

The task is to transport the transformer from the transshipment location to the Terna power plant with the help of this self-propelled unit before setting it down in a fixed location.

SIMI was founded in 1975. Initially, business activity was mainly focused on large public construction projects, but this was gradually supplemented by a significant participation in the transport of oversized loads.



Over the past decade, SIMI has increasingly focused on foreign markets, acquiring door-to-door projects in Europe, Africa and the Middle East.

In order to successfully master the tasks with heavy loads, the fleet of Cometto MSPE self-propelled vehicles was recently expanded by a further 20 additional axle lines. SIMI Trasporti now relies on a total of 60 SPMT axle lines of the MSPE products.



**Discover the  
action video  
here**

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