FAYMONVILLE GROUP

GO TO THE MAX

News magazine by the Faymonville Group - N° 33 - 01/2022



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The strongest for the "last mile"



From site to site



Act at short notice, thinking far-sightedly

Our fast-paced world is always bringing new challenges to light. Once one is solved, a new one arises immediately. Meanwhile bottlenecks in the supply of raw materials have become an issue that is having profound consequences for industry and trades.

Disruptions in global supply chains are shaking entire systems. Long waiting times, rising purchase prices for all possible components and low availabilities are factors that also play a major role in our everyday planning. The extreme increase in the price of steel that we have seen in recent months is just one example among many. It is an unprecedented situation. As a manufacturer, we cannot escape this development. The consequence was an adjustment of the price level.

The demand for vehicles from Faymonville, MAX Trailer and Cometto is constantly increasing. In their production, however, it is important to keep an eye on things every day. In order to be able to deliver everything as planned, short-term action and far-sighted thinking are required.

Every day our various departments try to ensure that every valve, plug and steel sheet arrives in the production chain on time. In addition, we are helped by regular communication with our suppliers as well as our strength in coming up with quick solutions. Material procurement has become a very demanding task.

However, new challenges are known to generate new forces. We put these forces to use consistently, because our primary goal is and remains for our customers to receive their vehicle as planned.

We get to grips .... to the MAX!

Structured and user friendly

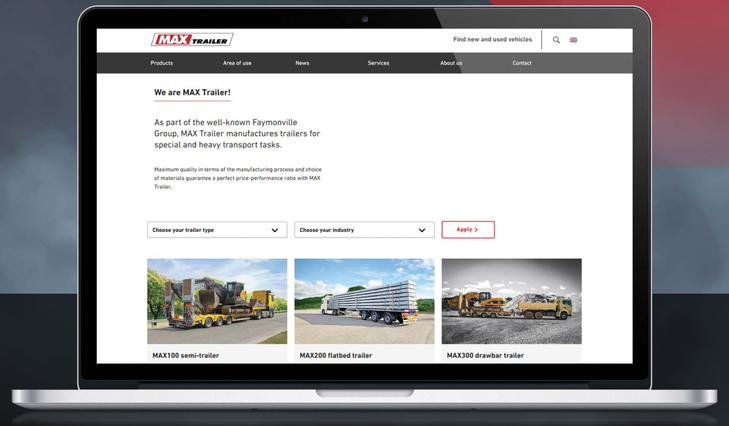
New Webseite for MAX Trailer

Our digital showcase has been completely revised.
Our new website has a fresh appearance and is packed with all product details.

You'll also find a large selection of stock vehicles, news and interesting facts about special and heavy transport.

It's worth a look!

www.maxtrailer.eu



FAYMONVILLE
TRAILERS TO THE MAX

A safe balancing act

Reel transport with Wipfli and the CombiMAX

Swiss family business Wipfli is one of the most acknowledged experts in the transport of heavy steel cable reels. With their extensive CombiMAX modular system, these specialists have the necessary transport flexibility.

This time, the route leads the heavy-duty experts to Fatzer. Five cable reels are ready and waiting here. The company manufactures cables from high-strength precision steel wire in diameters of up to 135 millimetres. This time Wipfli is responsible for the transport of 5 bobbins, each weighing in at 105 tons. Each item is 3.90 metres in diameter and 3.20 metres wide.

Destination Chechnya

"Our job includes transport from Romanshorn to Basel into the Auhafen. From there, the reels will be shipped on the Rhine to Rotterdam," Peter Wipfli Jun. explains the project specifications. For this purpose, his team is assembling a Faymonville CombiMAX as a 4+7 combination, with an excavator deck integrated between them.

The combination moved through Switzerland, with the 10x4 tractor unit at the front and a supporting 6x4 pushing vehicle at the rear. The total pull weight was 186 tons distributed over a total length of 42 metres. Peter Wipfli Jr. describes the final destination for the cargo: "The reels carrying steel cables, which to be installed for a new cable railway at the Veduchi ski resort in Chechnya."

Lightweight and modular

The next mission won't be long in coming for the Swiss. For works manager Peter Wipfli Jun., the Faymonville solution is exactly the right choice for a successful company future. Also and especially for the fact that Wipfli has a clear structure.

"As a smaller company, we always have to be able to adapt perfectly to the load. For us, this is only possible with a modular vehicle like the CombiMAX. The CombiMAX impresses with its high-quality workmanship, simple operation and light weight."



Veit Wipfli, the fourth generation in the company, gives the thumbs-up to a ready to go CombiMAX.

COMETTO VF
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A bridge closes the gap

A day on the road with …
Markus Meckelholt,
SPMT operator at Autokrane Schares GmbH

First check the situation in peace. Surrounded by the slowly receding darkness, Markus Meckelholt examines the waiting self-propelled combination in his headlights. "My biggest assignment so far," he says, summing up the day ahead. Today, a 430-ton bridge is being moved at Plaidt in the Rhineland Palatinate.

A coffee to wake up, a roll for strengthening. Plus a final chat with colleague Joe Schönfeld. No sign of tension in the well-rehearsed Schares duo. But things are fairly hectic all around them. Representatives of the project initiators, the press, local politicians and neighbouring businesses want to be present at this significant moment for the region. A new rail overpass was completed on-site in just six months and is now to be transported into the remaining gap. That is Markus Meckelholt's task.

Scan the QR code to experience the video of the project.



The new passion

In the days prior, the Schares team assembled the side-by-side combination with a total of 24 axle lines. A lifting frame protrudes on it, which has been installed for lifting the bridge. Meckelholt has been working at Schares for already six years. Before that, he worked in classic heavy transport. But in the meantime he has become passionate about self-propelled vehicle projects. He is aware of the pitfalls of the task ahead. "I always have to compensate for the slight slope with the SPMT. Hence the motto: just drive nice and slow and keep an eye on everything."

"... trains will be running here again on Monday"

Fully focussed and with the necessary coolness, he steers the combination forwards centimetre by centimetre. In the process, colleague Joe Schönfeld assists him with a watchful eye and helpful tips. "The centre of gravity of the load is quite low, so the whole thing is not very top-heavy," says Meckelholt, describing the attendant circumstances which he keeps under control at all times.

It is especially important always to keep an eye on braking and acceleration forces in SPMT projects. That's because the cargo doesn't usually forgive any mistake. The time frame for this shift is also tight. Markus Meckelholt knows that, too. "Trains will be running here again on Monday."

Precise insertion

In the meantime, the approximately 100 metre long stretch has almost been completed. Markus Meckelholt positions the bridge over the final position with millimetre precision thanks to the lifting capacity and precise steering gear. Here, the recesses still have to be cleared before the bridge can be lowered over the iron rods of the concrete foundations. With a load capacity of 60 tons, the structure will provide a safe crossing for decades to come.

The day ends for Markus Meckelholt, but the next mission is just around the corner. "There are several bridge elements waiting at a project near Cologne. And the time window is even smaller." He puts the remote control of the SPMT down and lights a cigarette. Just don't let stress get to you.



Markus Meckelholt steers the Cometto SPMT safely across the building site

The combination of these 24 Cometto MSPE axle lines brings the load capacity to 960 tons.

Onward and upward!

It's estimated that several thousand bridges in Germany are in need of rehabilitation. Self-propelled vehicles such as those from Schares have the advantage that time-consuming crane work is no longer necessary and new bridge elements are quickly moved into place. That saves time and money!

From site to site



A striking yellow is one of the trademarks of the Belgian company Gebroeders Lambrecks NV from Hasselt. The new MAX110 semi low loader has recently been standing out in the current fleet. The vehicle plays a key role in the everyday life of the family business. Because it's telescopically extendable.

The rattle of the caterpillar track vehicle announces the arrival of the excavator. Joris Verstappen steers the 27-ton machine towards the waiting semi low loader. The ramps have already been extended sideways and lowered. Wooden planks inserted in the extensions create a wider loading area. The excavator travels up the double ramps with the help of the grip strips. Driver Joris Verstappen gives the thumbs up – it's all going according to plan. Now it's lashed down and the team is ready to go.

New flexibility

For company manager Gregory Lambrecks, the acquisition of the new MAX110 is another milestone for his company. "It's not our first MAX Trailer," the young entrepreneur says about the trusting partnership of the past few years.

„We use a semi low loader from the MAX110 range. But the new one telescopes by an additional 5,800 millimetres, which is something we can really use in our varied daily routine."

Company Manager Gregory Lambrecks

With the excavator on the loading platform, Joris Verstappen continues towards Balen. For a quick snapshot they stop briefly along the Albert Canal. A residential area is the final destination, where the excavator is slated for excavation work. Joris Verstappen briefly surveys the location between the single-family houses. Then the unloading position is found. The hydraulic forced steering of the MAX110 means it's easily manoeuvrable even in reverse mode. It allows Joris Verstappen to steer the combination safely across the construction site to unload the track excavator and get it ready for its upcoming tasks.

Road construction projects and more

The residents take a look at the spectacle. The entire street infrastructure is currently being renewed in their residential block. It's only a short visit for the MAX110. Because tomorrow Lambrecks will be off to another project. The yellow machines quickly move on to new assignments.

Flexible ramps

The double ramps can be pushed together completely or widened up to 3,000 millimetres hydraulically. A safe and suitable ramp surface can be created, no matter which machine is to be loaded.

Scan the QR code to experience the video of the project.



FAYMONVILLE
TRAILERS TO THE MAX

When the sky isn't the limit

Rocket mission in South Korea

Discovering the outer space is one of the greatest challenges of modern mankind. Many countries lead prestigious projects to gain new knowledge about the universe. Besides scientific purposes, there is also a practical reason to reach the upper atmosphere. New and more powerful satellites must be launched high into space for further improvement in communication systems.

The long-awaited mission to launch a three-stage space rocket called Nuri is underway in South Korea after months of preparations. This project was conceived using technologies, which has been developed in their own country. The manufacturer of the 22-ton rocket is the Korean Aerospace Research Institute KARI. The Naro Space Center in Goheung, South Jeolla Province, is the site of this event of national significance.

A milestone for the Korean aerospace industry

The whole endeavour is a key project for the Korean aerospace industry, which confides in the reliable transport technology from Faymonville. The rocket is transported on two 5-axle self-propelled ModulMAX vehicles in an open combination with turntables over a distance of about two kilometres from the assembly building to the launch pad. "We're very proud," explains the team of distributor Bokook, which supports the customer on-site with its technical expertise. The vehicle combination has an overall length of 47.5 metres and a total gross weight of 200 tons, including the supporting structure for the rocket. When everything is in position as planned, the countdown begins: ... 3, 2, 1 ..... Go! Eyes turn to the sky as all participants are eager to see the launch of the rocket.

Safety first

The Nuri rocket is powered by a liquid propellant consisting of kerosene and liquid oxygen. The white column gradually disappears out of sight. The Faymonville modules are one of the decisive pieces of the puzzle in this project. The modular vehicle scores with its safe and easy handling, even with such a delicate load on board.

The next launch is scheduled for May 2022, when the rocket will again be transported by Faymonville ModulMAX vehicles. South Korea will launch its rocket five more times until 2027.

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Eco1500 - The strongest on the market



Just like the Cometto Eco1000, the Eco1500 is a self-propelled and electronically steered modular vehicle with an integrated power pack. This new self-propelled series is the first choice for in-house transportion orders up to a payload of 1,500 tons – the number one on the market.

The compact Eco1500 vehicles are available with 4 and 6 axle lines in a width of 2,990 millimetres! Up to four units can be combined with a wide range of accessories.

Strong and agile

The overall concept is based on a forward-looking modular principle and offers a simple Connect&Drive configuration. The robust and torsion-resistant chassis is designed for the heaviest loads. More traction is achieved through the use of aircraft tyres.



Patented dual-link system:

This lifting system provides maximum ground clearance on the Eco1500. The design allows a higher payload (+40%) compared to the compass solution and minimises the horizontal displacement of the load, while still ensuring the same working pressure in the lifting system (320 bar/4,630 psi at full load). The patented Hydraulic Advanced System synchronises lifting pressure and ground load when different families are mixed in the same convoy, allowing hydraulic lifting of each suspension.

Did you know that ...

... the Cometto Eco1500 and MSPE EVO3 product series are equipped with axle lines that allow 70 tons of axle load? This is by far the highest value on the market!

This way to the Eco1000 video.

This way to the Eco1500 video.



MultiMAX Plus - The specialist for transporting lifting equipment

Lightweight! Large loading platform! Low!

Mobile lifting and height access technology is quickly and flexibly usable for the movement of materials or people. The semi low-loader series MultiMAX Plus from Faymonville provides the optimal transport solution for these projects.

The MultiMAX Plus scores with its weight-optimised design with consistently high point load capacity. With its outer beam construction, the vehicle offers the user maximum loading area length with a hydraulic lifting platform for easy access to the gooseneck. A rope winch can be mounted in front of or on top of the gooseneck. Different bulkhead versions offer plenty of storage space for lashing materials.

The 3-axle MultiMAX Plus is available as a power-steered and a friction-steered versions. Despite a full-surface serrated grid floor covering, the vehicle has a low loading height, which is a real advantage with high machines.





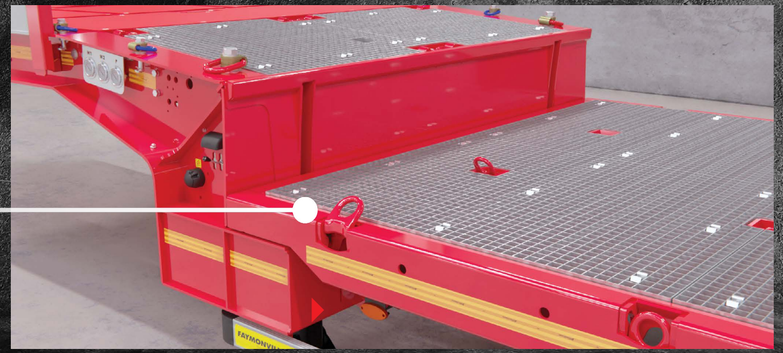


Flat drive-on angles, numerous lashing points

Extremely flat drive-on angles in the area of the ramps and gooseneck as well as an optimised rear chamfer which ensures the smooth loading of machines with little ground clearance. The loading platform is also available with 3,000 mm extension to optimise load distribution.

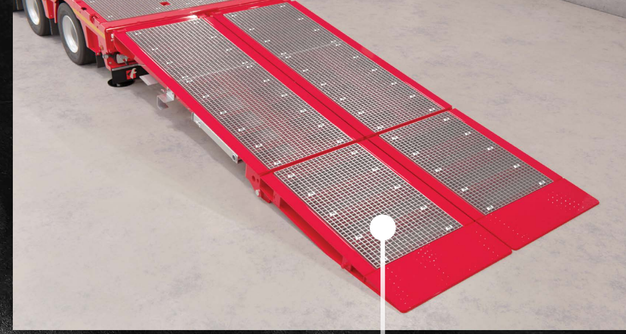
44 lashing rings and 28 lashing points on the loading platform and up to 30 lashing points on the gooseneck ensure the optimal load securing.





More details to discover.





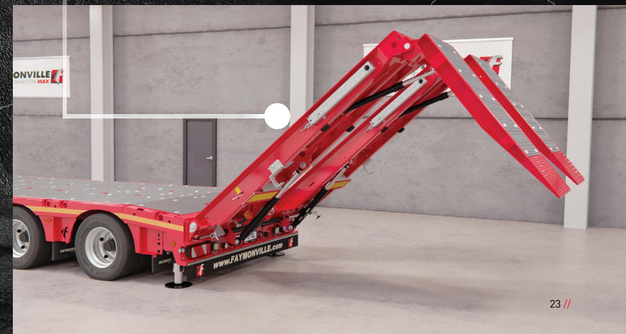
Powerful ramps

The 900 millimetre wide double ramps - also with serrated grid floor covering - include quay supports with a load capacity of 18 tons. Hydraulically operated ramp tips enable the ramps to be opened without stressing the materials. Thanks to the hydraulic ramp shift, optimal loading conditions can be created for each machine.

Optional

Fixed double ramps with a 1,250 mm basic width.







Mammoet starts collaboration with Cometto





The global market leader Mammoet now also uses Cometto SPMT as a new type and brand in its self-propelled modular vehicle fleet. A first mission is being carried out in the United Kingdom with 84 axle lines for transportation of platforms weighing between 1,850 and 2,300 tons. The new collaboration between Cometto and Mammoet leads to a fruitful combination of two partners that stand for leading competence in special and heavy haulage business.

84 axle lines in operation

After a detailed training on their new SPMT, the Mammoet employees execute the first mission while transporting a tripod foundation in the United Kingdom. The lage-volume element has a height of 90 metres high and weighs 2,035 tons.

The Mammoet crew transports the load on 84 axle lines of the Cometto MSPE with a payload capacity of 48 tons per axle line and three Power Pack Units with an output of 368 kW each. The self-propelled combination comes in an open compound consisting of three assembled MSPE trains. 28 axle lines in a side-by-side combination are positioned under each base of the tripods. To master this challenging operation safely and efficiently, Mammoet relies on the specialized vehicles by Cometto.

Power supply of the future

The tripod foundation is part of an offshore wind project called Seagreen OWF, a joint venture company between TotalEnergies and SSE Renewables. The wind farm will exist of 140 turbines and is located 27 kilometres off the coast of Angus in the North Sea.

In the future, the project will feed Scotland with power from this impressive wind farm. The duration of the project for heavy lift specialist Mammoet will be at least twelve months.

„We´re very proud to supply a company like Mammoet with our self-propelled vehicles."

Joachim Kolb - Cometto Sales Manager

Experts trust experts

Scan and view spectacular images



MAX600 turntable trailer with cranked loading platform

New!

The deep roots in the transport market enable MAX Trailer to focus its product innovations exactly there where the demand is. The MAX600 series has now been extended by the variant with a cranked loading platform.

The MAX600 is a must on any construction site! The trailer ensures easy transportation of excavators and wheel loaders. "The version now available with a cranked loading platform optimises overall height and creates new possibilities in this area," says Product Manager Mario Faymonville, describing one of the benefits. A wide and deep excavator trough can be optionally integrated into the MAX600. This gains additional important centimetres when passing through underpasses.

The expert on every construction site

"The cranked loading platform can be selected for the 3-axle and 4-axle version. 12 tons of axle load also provide more room to manoeuvre in many countries," says Mario Faymonville, listing other features of the vehicle. Powerful and moveable single or double ramps allow for quick and easy loading. The user can raise and lower the rear section using air suspension to achieve the optimal loading position.

Ample storage space is available in the large toolbox at the front of the vehicle and underneath the loading platform. Then there are outriggers, stanchion pockets in the outer frame, numerous lashing points, a painted-in anti-slip surface and other options, to show the MAX600 with cranked loading platform at its absolute best.

Premium quality for a safe feeling

As is usual for MAX Trailers, the consistent use of common parts ensures their well-known premium quality. The advantages for the customer are the low operating costs and the secure feeling of being able to trust a reliable, high-quality vehicle.

- For an optimised loading height
- Available for the 3- and 4-axle version
- Optionally with wide and deep excavator trough







Putting down new roots

A chestnut tree more than 70 years old at Alphen aan den Rijn in the Netherlands has to make room for 60 new residential units. Not by using a chainsaw but by moving to a new location.

The residents are amazed when the huge tree rises from its hole in the ground in the early morning. Considerable finesse is required from the crane driver when lifting it out. The roots are wrapped in a linen bag to protect them from drying out. The white horse-chestnut weighs around 40 tons when it is lowered onto the waiting modular vehicle from Kraanbedrijf Nederhoff b.v. Sjoerd Nederhoff describes the challenges of such a project: "Crossing curbs, dodging street lights and maintaining balance at the same time requires a stable and compact transportation solution that is intuitive to use. The 6-axle module from Faymonville is ideal for a task like this."

Third location for chestnut tree

The otherwise lively Prins Bernardlaan seems to be frozen. Numerous onlookers stop and pull out their mobile phones. A snapshot like this is a rare thing. Meanwhile, the Nederhoff experts secure the unusual cargo.

Property developer Bogor attaches great importance to the issue of sustainability. That's why cutting down the chestnut tree with its crown diameter of 14 metres was also not an option. During early investigations, it was found that the tree had been already transplanted once in the past.

Pendle-axles make for driving stability

After about an hour and a half, the chestnut arrives 115 metres farther away as the crow flies at its new location in Anna van Burenlaan. The Nederhoff crew safely manoeuvres the Faymonville ModulMAX modular vehicle to the designated location. Thanks to the pendle-axles, the combination remains safe to drive. The crane is already there for unloading. It's hoped that the chestnut will replant its roots here. A third and hopefully last time.

16 axle lines at the Nederhoff company

Kraanbedrijf Nederhoff b.v relies on a total of 16 new axle lines from Faymonville ModulMAX series for heavy-duty and special tasks. The mechanically steered vehicles with traction equipment are equipped with 17.5" pendle-axles on twin tyres and have a base width of 3,000 millimetres.



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A self-propelled moving helper

Manoeuvring heavy and compact loads through narrow hall areas is one of the strengths of self-propelled vehicles. A 4-axle Eco1000 with a power pack integrated under the loading platform handles the transport of a 120-ton press with flying colours.

The freight that the EAH company wants to transport in the factory hall of a supplier for vehicle manufacturers looks like an imposing block. "The winding hall system in particular is quite a challenge. And the aisles are narrow, which is why a good eye and a steady hand are needed when steering the Eco1000," says Product Manager Alessandro Giordano, who knows what's required of the EAH crew for this task.

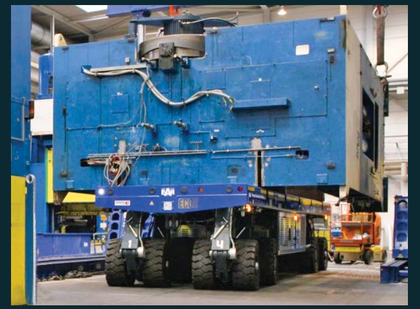
700 millimetre - stroke to raise the load

The preliminary work has been done; the press hangs ready on a hoist. The Eco1000 gradually takes up position below the load. The bogie then rises a maximum 700 millimetres and picks up the press. The maximum payload of the 4-axle version with its 4 drive axles is 174 tons.

Because the power pack is integrated underneath the 8,800 millimetre loading platform, this self-propelled EAH type provides more surface area for loading cargo. "And at the same time, the Eco1000 remains compact and therefore manoeuvrable," says Alessandro Giordano, describing the feature that is particularly important in this application. "This is also helped by by the electronic steering with a steering angle of + 135°/-135°, which allows even tricky passages to be mastered. It was driving diagonally right from the start."

Did you know that ...

... the Eco1000 self-propelled vehicle is available with three different power pack technologies? Diesel, hybrid and electric! Cometto is the only manufacturer to offer these options.



With precision from the factory

Only 2,430 millimetres wide, the Eco1000 winds its way little by little to the hall exit, with 120 tons on its back. Once there, the press goes for final scrapping as it has reached the end of its service life. Europe Automotive Holding a.s. is leading in the field of industrial assembly, the moving and transfer of machines, as well as the installation of power and technology distribution systems.

This way to the action video!

FAYMONVILLE
TRAILERS TO THE MAX

The blade adapter

New!

The wind industry plays a key role in the expansion of renewable energies. Wind turbines are becoming more powerful and use ever larger blades. Transporting them presents huge challenges.

With the new self-steering trailer from Faymonville, rotor blades with a length of 80 to 120 metres and more can be transported with maximum manoeuvrability.

More manoeuvrability

Rotor blade transport with a self-steering trailer significantly increases agility compared to extendable vehicles. With an unrivalled lifting capacity of 30 tons, the blade adapter from Faymonville is already designed today for the rotor blade weights of tomorrow. A powerful lifting capacity helps when driving over obstacles during transport.

Universally designed interface

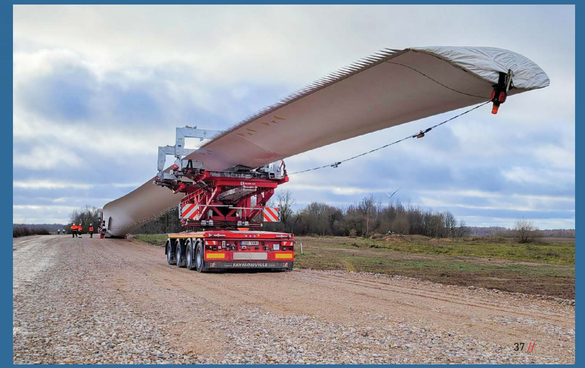
Each blade manufacturer uses its own transport cradles. Their dimensions and connection points sometimes differ considerably. Here, Faymonville offers a flexible solution with a universally designed interface.

The Faymonville transport system can be coupled quickly and easily to the tractor unit using 4 pins. The new self-steering combination with transport equipment for rotor blades is available for the Faymonville FlexMAX, ModulMAX and CombiMAX product series.

Click here for the full gallery.

Unique features of the blade adapter

- 30 tons lifting capacity – the best value on the market!
- Powerful lifting
- 1 universal basic design
- Mechanically expandable for use with dolly



COMETTO
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The new BladeMAX1000!

The strongest for the “last mile”



Wind energy plays a key role in the much-discussed energy transition. The trend is towards ever larger rotor blades in order to use the footprint of wind turbines more efficiently. The new BladeMAX1000 rotor blade adapter is by far the strongest of its kind on the market.

The "last mile" to wind power construction sites often involves a more than challenging route profile. The tightest curve radii make it impossible for the rotor blades to reach the assembly site with conventional transport equipment.

On self-propelled vehicles like modules

"With 1000 mT load capacity, the BladeMAX1000 breaks into a new dimension. This component is designed to transport rotor blades with a length of more than 75 metres," says Alessandro Giordano, who is responsible for the product. The adapter can be mounted on an SPMT self-propelled vehicle and on modular axle lines.

Absolute stability during handling is ensured by the patented stability control system. When shifting the centre of gravity of the wings, electronics, hydraulics and all the displays work together perfectly to further increase safety when handling this delicate cargo. Depending on the blade, it can be pivoted up to 20°.

With the BladeMAX1000, mega wind blades can be transported safely and efficiently even in forested or built-up areas, in narrow hairpin bends or in mountainous terrain.

Full-service provider for the wind industry

In addition to the blade lifter, the Faymonville Group has a solution for all wind industry challenges. Blade adapters with self-steering trailers for very long rotor blades are just as much a part of this as flatbed trailers for the long-distance transport of XXL wings. Proven low bed vehicles are generally used to transport hubs, machine housings and tower segments to the wind turbine location. A tower adapter is used for to facilitate the height-optimised transport of tower segments. And the semi low loaders are proving to be real payload giants when it comes to erecting wind turbines.

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