THE MODULAR CONSTRUCTION KIT
Successful MAX Trailer concept as a prime example
The only way is up

The BladeMAX in use at Nippon Express Co. Ltd

The new VarioMAX Plus

The compact specialist for payloads of up to 125 t!

Steel on steel

Lorang SA relies on the lightweight MAX200

Setting out for new dimensions

MSPE self-propelled vehicle expands Gertzen’s offering

With 103.5 t from Slovenia to Sweden

Velebit Promet d.o.o. used the CombiMAX for a transformer move

The light pioneer in transporting precast concrete elements

The new PrefaMAX generation

A day on the road with...

... Jose Borges from Entrapaulus Construction SA

In conversation with...

... Arno Schröder

For North America

Our product range continues to grow

Swiss visionaries

Berthod - First Swiss customer 27 years ago

News – News – News

Mining work in Kenya

Rock Plant Ltd. on modular axle lines

Full speed ahead!
A portrait of the internal Homologation Department

Unlimited possibilities
Steve Sharp relies on Faymonville as premium partner

Welding joins, even automatically
Robot welding is an inherent part of the production process

A reliable working tool
The MAX600 is a key asset at Trageco
THE ONLY WAY IS UP!

With the BladeMAX650, the Faymonville Group takes the transport of wind turbine blades to a new level.
The blade lifter presented at Bauma is used, among others, by the Japanese customer Nippon Express Co. Ltd from Tokyo.

“We have already used this technology dozens of times. We use the BladeMAX to move rotor blades on the wind farm in Tsugaru”, says Toshiyuki Nanma of Nippon Express, explaining the area of operation.

“The new acquisition shows off its strengths on a difficult area of the site.

“Each transport covered a distance of almost one kilometre.”

Trend towards increasingly bigger blades

The Japanese transport specialists mount the device between modular G-SL axle lines. “Other customers choose to use this solution on a self-propelled vehicle, depending on the route and terrain”, says product manager Alessandro Giordano. “The adapter lifts the rotor blades up to an angle of 84°. They can even be rotated 360° around their own axis for ideal positioning.”

In general, the trend in the development of next generation rotor blades is moving towards increasingly larger blades.
The allocation of new sites for such wind farms is becoming stricter. For this reason, existing zones are bound to be used even more intensively.

BladeMAX is the answer to these new challenges.

Safety is the top priority

With its 650 mT load capacity, the BladeLifter is by far the strongest of its kind on the market. As Alessandro Giordano explains, it also sets itself apart technically: “The patented tilting kinematics are unique to the BladeMAX. The ingenious lever device makes the position of the centre of gravity significantly more stable than conventional devices, when the blade is moved from the vertical to the horizontal position.”

The interaction of electronics, hydraulics and visual display increases the safety while the COG shifts during a blade move.

This means that the BladeMAX eliminates the need for additional counterweights that weigh tons. The patented stability control system continuously monitors all safety-related information.

Safety is the highest priority, because there are tremendous forces involved in this type of rotor transport.

In some industrial sectors, the economic situation is looming to slow down. At least that’s what it sounds like sometimes in the media landscape. Is this an actual development or just pessimism? In any case, don’t think this way. Our order book reflects the still booming construction industry, as well as numerous investment projects in global infrastructure.

Our customers are working hard to achieve success. And we are providing them with transport solutions, allowing them to continue to remain competitive.

The CombiMAX concept offers unlimited possibilities. The way of thinking is international and opens doors for new developments.

We also put a lot of time, energy and money into the development of cutting edge production processes. The construction of our factory plays a central role in vehicle manufacturing. In our production flow, the adapter is increasingly being handled by automated processes. The advantages of this approach are discussed in the “Go to the MAX”.

Our homologation department ensures that your vehicle is ready to be used as quickly as possible. It’s a four-person team whose working methods are presented in the portrait.

New developments provide new opportunities. We are ready for these. Along with our customers, we are seeing every opportunity. We are already shaping the future today with our ambition and the required know-how.

THE FUTURE

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THE NEW VARIOMAX PLUS

The compact specialist for payloads of up to 105 t!

The vehicle is designed to transport heavy construction machines, mobile crushing equipment and transformers. Product Manager Rainer Nee sums up the benefits: “The strengths of the VarioMAX Plus low bed semi-trailer are its high payload capacity, its modular versatility and the agile handling.”

Light, reliable and expandable

The concept is future-oriented. The basis is the tried-and-tested Joker-Axle technology. “This means that a 1-axle bogie can be integrated in front of and/or behind the low bed for higher payload requirements”, explains Rainer Nee regarding the technical feature that gives the VarioMAX Plus its unique flexibility. Any conversion can be carried out quickly and easily.

Its compact construction makes the vehicle ideal for manoeuvring in narrow construction areas. Its modular design is user-friendly, so drivers are able to master the functionalities of their new semi-trailer after only a short training session.

Proven pendle axle technology

For the bogies of the VarioMAX Plus series, customers can choose between robust 19.5″ or compact 17.5″ tyres. The tried-and-tested pendle-axle technology is used throughout the whole range. “This type of axle is specifically designed for the use on rough terrains. It offers a minimum stroke of 600 mm and an extreme steering angle of up to 60°,” says Rainer Nee, pointing out some key features. Thanks to the pendle movements, these axles provide optimal compensation between the individual axles in event of uneven ground and low ground clearance.

Where necessary, the front bogies can be disconnected from the gooseneck and can be transported in the low bed when driving empty in order to comply with legal requirements. The versatile VarioMAX Plus luggage range with excavator deck, outer beam deck and widening vessel deck covers a huge range of possible applications.

Through the use of high-tensile fine-grained steels, the VarioMAX Plus can withstand even the toughest conditions. Robust, proven semi-trailer technology.

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Luxport S.A., headquartered in the Luxembourg port of Mertert, offers its customers extensive solutions with its cross-modal infrastructure. The freight transport centre has grown over the years, and has subsidiaries such as Lorang S.A., ThesiLux S.A., MMS and TCT and, in addition to Mertert, is also represented with locations in Trier (Germany) and Metz (France).

The mooring in the south-eastern part of the country is connected to all major waterways in Europe via the Moselle. Its location in the centre of Europe means that the destinations can be reached quickly from there. Within the local operating company Luxport Group, the company Lorang SA takes on the road transport tasks.

One of the main tasks is transferring long steel. “We mainly travel from Luxembourg to Germany and Benelux. We have also taken on projects to France and Switzerland”, says managing director Stéphane Baconnier, explaining this area of application based in Lorang.

“We already have 24 units in use.”

To take on these tasks, the operation has a fleet of 24 MAX Trailer platform vehicles. The Luxembourgers put together their optimal solution out of the modular construction kit. Some semi-trailers are friction-steered, while others are power-steered. “The vehicles meet our needs, and the available options and optional extras round them off very effectively,” says Stéphane Baconnier, appreciating the manifold possibilities.

STEEL ON STEEL

The long steel, supplied by Lorang to various end customers, is used in construction, the industry and a variety of automotive applications. MAX Trailer semi-trailers also open up interesting operational possibilities for the return journey. “Parts with overwidth, containers or building materials can also be moved effortlessly due to their low dead weight.” For Managing Director Stéphane Baconnier: this makes it the perfect addition when it comes to work allocation.

A lightweight for heavy loads

When steel on steel travels on the roads, the material is subjected to considerable stress. As Stéphane Baconnier confirms, the “MAX” products also take this fact into account. “Even though their dead weight is very low, they are robust and easy to maintain. For drivers, handling them is really simple. This is why we already have 24 units in use.”

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Multimodal transport plays an important role in the international transhipment of goods. Whether on land, at sea or in the air, the journey taken by goods can be diverse. In Mertert, Luxembourg, there is an inland port where all three paths meet. Here, the Luxport Group has been developing multimodal logistics solutions for over 50 years.
A term that is often used in this respect is the abbreviation CoC, which stands for Certificate of Conformity. This is the key document to get the vehicle on the road sooner. In order to be able to issue a CoC certificate, Faymonville brings its product types in line with the various EU regulations. “This CoC is issued both for complete vehicles and for individual components,” explains Laurent Collette, head of the Homologation Department at Faymonville.

Fast approval, even faster on the road

The work behind a vehicle CoC document is a continuous process. “As soon as a new component is used in a range, the CoC certification is adapted accordingly and brought up to date. This is combined with internal tests and acceptance by a recognised testing centre”, says Laurent Collette, who is very familiar with the subject.

Faymonville undertakes these complex steps so that the customer can overcome the administrative hurdles. The CoC document acts as a sort of passport which is recognised throughout the European Union and beyond. The owner simply adds the CoC certification to his vehicle documents.

If a vehicle is sold on in another country, the CoC facilitates the new registration. The certificate works as a real “door opener”.

Even with vehicle registrations outside the EU, the Faymonville team has excellent expertise in order to present all necessary documents there. Furthermore, these experts are also involved in the internal vehicle development process. They assess whether new concepts comply with the relevant standards and whether they can be approved in the future.

Customers gain time, energy and money

Faymonville’s homologation department also assists customers with permit requests. All necessary documents are submitted quickly. With our internal regulatory department, Faymonville is ideally positioned to assist our customers with these regulatory processes.

The Homologation Department of Faymonville is led by Laurent Collette (Manager), Indra Jansen, Oswald Thelen and Sébastien Salle (from left to right).
High axle stroke and useful LED vehicle lighting

The MSPE scores particularly well with the Gertzen team for its ease of operation and optimal driving characteristics. Ingo Wiggelinghoff says, “It’s amazing how manoeuvrable the vehicle is, and how precisely and easily the vehicle can be operated using the radio remote control.” His colleague Hermann Schmidt elaborates on some additional advantages of the MSPE in project management: “In particular, the high axle stroke of 700 mm helps when placing the load on the concrete elements.” The well-engineered accessories ensure safe working even in difficult lighting conditions. “The LED lighting gives us the view we need when driving into the settling area. It means that the Cometto MSPE can be positioned precisely.”

Faymonville, MAX Trailer and Cometto: Gertzen uses the complete range

Gertzen Krane & Transporte enters a new dimension with the MSPE. The company now also covers customer enquiries in the self-propelled vehicle sector. This completes the comprehensive offering for the heavy-duty segment, where the Faymonville Group has a significant share.

In recent years, a variety of Faymonville and MAX Trailer vehicles have already been delivered to Emsland. Now, a first Cometto product was added as well, so Gertzen Krane & Transporte found the right tool for each job in the complete Faymonville Group range.

“Equipped to take on every challenge.”

Faymonville, MAX Trailer and Cometto: Gertzen uses the complete range

Before the unit was put to use, the specialists from Cometto travelled to Kluse to prepare the Gertzen team for the field operations. “Great stuff! We had conditions to do the job, and we were well equipped to meet the challenge, both in terms of technology and the knowledge imparted,” explains Cometto employee Ingo Wiggelinghoff. The high axle stroke of the self-propelled vehicle lies in the implementation of wind power components for GE Renewable Energy. These processes in port logistics are carried out during preparation for worldwide shipment.
The transport professionals have fine tuned their route during numerous hours. Finally, the trip plan was approved and all permits were obtained. From Croatia, the route initially went into the Slovenian capital Ljubljana, where the transformer was waiting. It was already loaded and weighed a remarkable 103.5 t. The dimensions were 7.29 m long, 2.62 m wide and 4.13 m high. Projects like these require the skills of specialists like Velebit, who rely on their CombiMAX from Faymonville.

Ferry crossing to Scandinavia

For this transport, the experts put together a 5+7-axle low bed combination. With the truck, the overall length was 36 m with a gross weight of 170 t. “The CombiMAX is the ideal solution for such tricky tasks. The modular concept is impressive because it offers the optimal ratio between tare weight and payload”, says Velebit’s Sales Director, Ivica Bergovac, naming the advantages.

From Slovenia, the combination hit the road towards Rotterdam. There, some space was booked on a ferry for the trip to Scandinavia. The driver and his escort team had to do some precision work when driving the combination onto the vessel “These were the most critical moments”, said Ivica Bergovac, after everything had gone according to plan. The pendle axles with their 600 mm high stroke were also decisive for making the safe transition from the quayside to the ferry.

Modular and reliable

The Velebit professionals also mastered the disembarkation at the Swedish port of Sundsvall competently. From here on, the convoy was allowed to cover the final 200 km in the daytime, which attracted looks from a lot of amazed eyes. Even for this part of the journey, the involved staff coped with every little bottleneck.

The unloading site was located in the Swedish forests in a substation near Länsterhöjden.

The customer also found what he was looking for in the MAX Trailer range and he has so far added three vehicles from this other brand of the Faymonville Group.
Even bogies are welded by robots

At Faymonville, automation in the assembly of steel parts has been a part of the production process for a long time. “On the one hand, there is semi-automated welding. Four of these submerged arc welding machines with a 30 m track are located in the various manufacturing plants. Robots like these are ideal for the assembly of chassis boxes with their straight seams.”

In recent years, the Faymonville Group has invested several million euros in expanding the manufacturing infrastructure. The focus is, among others, on the further development of a fully automated welding procedure. This way, the company achieves faster vehicle lead times and more efficient use of resources.

Carsten Faber clarifies the effect of this new technology: “We currently have a total of twelve welding robots. Some finish small components, such as stake pockets, lashing rings or steering synchronise levers. Others produce the pendle axle, goosenecks, crossmembers and ramps. Even complete bogies of some modular product ranges are welded by robots. This way of working is unique in the field of heavy transport vehicles.”

In the future, other vehicle components will be integrated into this approach. “The robot-controlled process is simulated and programmed on the computer. After that, actually only a follow-up check is necessary.”

Quality control remains in our own hands

In no case does automation replace human labour. Quite the contrary, as Carsten Faber emphasises. “For robot-controlled systems, additional operators who have the necessary know-how in welding are needed.”

In the field of welding, the Faymonville Group remains true to its policy of carrying out all processes entirely in-house. As a result, total control over quality is maintained. The welded parts are inspected by ultrasonic testing and metallographic processes, for example. “The customer benefits from this highly modern manufacturing method. Quality is always consistently high. It will be identical today, tomorrow and every day after that.”

Heavy-duty loads and difficult terrain demand a great deal from special vehicles at work. There are forces that stress the materials to the extreme. To survive, a stable vehicle structure is compulsory.

The basis for this is a precise and reliable welding process that holds the individual components together. However, there are significant differences in the process. The variety ranges from classic manual work to high-tech production, as Carsten Faber, process engineer at Faymonville, explains. “The original way is hand welding. We have the best specialists here to weld together complicated components.”

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The constant challenge for precast concrete transport is for the vehicle to carry as little dead weight as possible. The aim is to make bigger loads possible—and the next generation is successful. To meet the challenge that needed a solution, the PrefaMAX is newly used for transporting pre-fabricated parts for houses, industrial buildings or noise barriers. However, there are also other special applications, such as transporting bearing rings for wind turbines and industrial parts.

Light and powerful
Faymonville has analysed every individual part of the vehicle in detail and aimed – successfully – to find the extra kilos. The new PrefaMAX generation is the benchmark when it comes to dead weight. The inloader is now available from 8,800 kg including the load securing system! “A total of approximately 1,000 kg could be saved. Of course, it is not done at the expense of quality, but via a newly thought-through, modular concept and a streamlined design”, says Rainer Noe, explaining the approach.

The main focus was on several aspects: a lighter chassis frame, bent mounting rails made of high-tensile S700 steel, a lighter axle suspension, a lighter rear door with a loading option for up to three empty pallets and a load securing system with lighter fixing elements.

Safety first
The issue of safety has a central role in this vehicle’s design. Loading and unloading are carried out quickly, safely and independently, without the use of a crane or fork-lift, as the standard metallized PrefaMAX picks up a load-carrying pallet using hydraulic or pneumatic stroke. Besides the hydraulically operated load fixing elements, the PrefaMAX is equipped with nine pairs of lashing rings on the lateral beams with a maximum lashing force of 6,300 daN each. There are additional lashing points on the front platform.

Flexible and future-oriented
The inloader is also designed so that the user is not restricted to one single type of truck. The hydraulic rocker enables the PrefaMAX to be used with every commercially available truck. The load can be fixed in different positions for 2-axle and 3-axle trucks (3–4 – 4–4). The PrefaMAX is the only manufacturer to offer this flexibility as a standard! The first and third axles can be lifted in order to minimize tire wear and tear when driving empty.

The PrefaMAX from Faymonville offers maximum work comfort in every way. For instance, there is plenty of storage space on the gooseneck for accessories, tool boxes and other equipment.

THE LIGHT PIONEER IN TRANSPORTING PRECAST ELEMENTS

The PrefaMAX inloader from Faymonville is the proven and most highly-advanced solution for the transport of precast concrete parts and other special loads. This transport method is proving baking and concrete decades of experience with state-of-the-art technology—and now the new generation is available.
Brown-coloured water splashes with each step. Due to the deep soil, it is difficult to make any progress on the construction site. Jose Borges works his way forward bit by bit. The 58 t heavy drilling machine that he has to transport to the next place of use is located right here. His colleagues have already retracted the boom. The tracks slowly dig their way through the muddy ground towards the road. There, the uncoupled low bed is waiting for the machine to be driven onto. "For this drill rig, we always use the dolly in front", he says, explaining the setup of the MegaMAX semi-trailer as a 2+4 low bed combination. "For machines with a weight of up to 40 t, we only use the 4-axle vehicle without the dolly."

The 31-year-old has been intrigued with transport since his childhood and has had several experiences with Faymonville vehicles in his professional life. "With my previous employer, I often used this brand – and I was always satisfied." He proudly displays pictures of recent projects. For a year now, he has been employed by Luxembourg Construction SA based in Wormeldange, Luxembourg. Here, he is assigned to the internal transport of machines and material. The massive drilling machine now rattles onto the low bed, everything runs like clockwork. The procedures are known, José briefly exchanges information with his colleagues about the progress of the work so far. They converse in Portuguese. He speaks this language because he has Portuguese origins. The passion for trucks and heavy equipment runs in his genes. "My father owned a transport company. I got my driving license at the time."

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With care and passion

As a young man, Jose Borges had other plans professionally. He began studying. But the upcoming economic crisis thwarted the whole thing. "Ten years ago, I came to Luxembourg, where some friends and family members had moved to."

In the meantime, the married family man has become firmly anchored here and became a real expert for special transports. Helavishes the machine with great care to ensure that everything is properly secured. After that, the truck and dolly are reversed to be coupled to the low bed. On this day, the entire convoy reaches a gross weight of 95.5 t and around 24 m in length. The plan is to transport the drilling machine from Petingen to the next construction site in Kehlen. "A new apartment complex is being built there", says Jose Borges, while packing the necessary permits. "Nowadays, a driver is far more than just responsible for steering the truck. You need to know exactly about all the legal regulations as well as all the safety standards."

Jose Borges definitely has all this knowledge at his fingertips. After a thirty-minute drive, he positions his MegaMAX at the freshly excavated construction site in Kehlen. "I'll prepare the driveway", he calls out to the waiting workers and grabs some timber sleepers to protect the road’s asphalt. He quickly puts on his work gloves and gets back to work.

A DAY ON THE ROAD WITH...

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For the Belgian customer Trageco, the new vehicle immediately became a key asset. Even after several applications, driver Gino Braun’s combination is still shining in bright red. “I like to take care of the vehicles, after all I’m on the road with them all day long”, says the 37-year-old who is passionate about his work.

He has worked as a driver for many years and is able to identify whether a vehicle is really suitable for the various tasks in the construction and civil engineering sector.

Robust and versatile

“After the first experiences, I can confirm that this is absolutely the case with the MAX600 from MAX Trailer. The trailer is very robust, easy to operate and is perfectly manoeuvrable – even when reversing.” Gino Braun carefully prepares the lashing chains for his 4-axle vehicle as the next project awaits him. A new mobile short-tail excavator with a weight of almost 19 t has to be transported to its first jobsite in nearby Germany. The rugged single ramps allow the machine to be loaded quickly and easily. Once everything is safely lashed, it’s ready to go.

Flat loading platform and pneumatic suspension

It is Gino Braun’s first trip of the day, with more to follow. “I’ve got a lot of different loads waiting for me.” At Trageco, the turntable trailer is used to transport telescopic loaders, caterpillar track vehicle and even concrete blocks. Even building materials on pallets can be transported thanks to its flat loading area. On the many Trageco construction sites, they can’t do without the “MAX”.

The MAX600’s pneumatic suspension gives it a significantly improved driving performance, compared to the standard leaf spring suspension in the industry. This is another plus that allows Gino Braun to come to an unequivocal conclusion: “I’m really happy with the trailer. It can be ideally operated even under difficult conditions and it is totally reliable.”

A RELIABLE TOOL

The name MAX Trailer is now deeply established in the construction sector. The MAX600 turntable trailer added new options to the product range.
Briefly describe your career path at Faymonville.

In 1986, I started as an apprentice at the founding site in Rocherath, exactly on my birthday. This was just one day after I met Berthold Faymonville at a trade fair in Libramont. After that, I worked in final assembly, where I later became head of department. In the mid-90s, I was looking for a new challenge and moved to Faymonville Service. Products and technology generally interest me. During the various reparis, I learned a lot, down to the smallest single part. After that, in the early 2000s, I moved to the warehouse, focusing on spare parts distribution.

What does your current day-of-work in spare parts distribution look like?

I devote my time to consulting in the field of spare parts and their pricing. Meanwhile, I am in charge of a team of four who actively support customers. I also help with the further development of the spare parts system in new company structures such as Faymonville Trade & Services in Landsberg.

What makes this job so appealing to you?

Clearly, it’s the variety. The vehicle industry is my passion and it is remarkable how all this has developed over the last few years.

Do you actually know the exact number of individual parts that you have in stock?

(laughs). There are a whole lot of them. In fact, there are now 580,000 different item numbers.

If you had to describe your department in three words, what would they be?

Customer is king! That was always our motto. And it doesn’t matter how big the customer’s order is. Small orders can result in large orders later.

Time is a decisive criterion: what are your strengths, in order to serve the customer quickly?

As soon as we get a phone call, we look for a solution immediately. Where necessary, we clarify any questions directly with other departments. Only a very short period of time passes until the parts are on their way to the customer.

The switch to digital working certainly also helps here.

Definitely. Faymonville is constantly investing in the infrastructure as well as in its logistics. The acquisition of the first automated Kardex system certainly was a milestone. Several more followed over the past few years, which has continued to optimise processes.

What has remained the same today compared to the past?

Certainly, a lot has changed. But the joy of work remains the same. Every day is an experience and we take pride in contributing to the company’s success. At the time, there were 16 of us in Rocherath and now there are 1,100 people in five countries.

Are there any special moments that you still like to remember?

There are lots of them. For me personally, it was a very special moment when we manufactured the first vehicle fitted with an energy chain for the customer Junglin 22 years ago. We worked on it for a long time until it worked.

Faymonville, for me, ... is a second family.
When "oversize load" signs are visible on highways, more and more often a Faymonville vehicle is being used. The brand has established itself in North America and has become a main player in its special transport sector. Steve Sharp knows why this is the case. "Faymonville builds great products," explains the satisfied company owner. "We use, almost exclusively, Faymonville equipment for our projects, both on-road and off-road."

First contact at the Conexpo
Since 2002, Steve Sharp Transportation, Inc. headquartered in Hudson, Colorado has been working in the area of special transport. The basis for Faymonville becoming a premium partner was laid during a meeting at a trade show. "My employee Jim Albus was visiting the Conexpo in Las Vegas in 2014. He was meant to be looking for new transport options. There, he met Paul Hönen, who manages the North American market for Faymonville." This meeting formed the basis for a cooperation based on trust.

Steve Sharp was impressed by the new discovery at the time. "We quickly became aware that these particular vehicles would solve our challenges and those of our customers. A real asset for our company!" Steve Sharp Transportation, Inc. serves the oil, gas, mining, energy and construction industries. Our order books are full of a wide range of very diverse jobs. "We then ordered a 9-axle HighwayMAX single-drop trailer," says Steve Sharp, looking back on the beginnings of the collaboration. "The design of the vehicle makes it possible to transport a huge variety of loads. That is absolutely impressive."

New technologies, reliable solutions
New technologies open new possibilities! This is exactly the direction that Steve Sharp has taken. Many other vehicles from Faymonville have made their way across the pond by now. In addition to several HighwayMAX and a TeleMAX stretch trailer for wind turbine blades, the Americans invested in a modular vehicle fleet with 30 DualMAX axle lines.

For Steve Sharp, it was the right choice. The meeting at Conexpo turned out to be a real stroke of luck. He trusts in reliability and tells us about satisfied customers. "They compliment us about these vehicles. Faymonville is truly an outstanding manufacturer."
An extendable semi-trailer with nine hydraulically steered pendle axles and an allowable payload of up to 170,000 lbs (77.1 t). The HighwayMAX-2 with 3-axle nitro booster even allows a legal payload of 205,000 lbs (93 t) at 20,000 lbs (9.1 t) per axle.

An extendable flatbed semi-trailer with three or four axles for the transportation of rotor blades and other long material. An additional extension at the rear with a length of 24 ft (7.3 m) allows for additional overhang.

An extendable semi-trailer with six axles on air suspension and a legal payload of up to 120,000 lbs (54.4 t). The extension allows for flexible spacings between the axle groups and a maximum loading area length of up to 77 ft (23.5 m).

A modular vehicle that can be widened in different stages from 14 ft (4.27 m) to 20 ft (6.1 m), even under load. Faymonville named this unique and patented principle “lift&shift”. The steering system does not need to be converted in this process.

A 3-axle double drop to transport high loads, also available with additional pin-on axle. With an axle load of 9 t, it is possible to achieve a legal payload of up to 63 t. If the fourth axle is not needed, it can be detached or flipped up.

Heavy-duty modules for payloads of up to 5,000 t to carry heavy and compact loads. Each axle line has a technical axle load of up to 65 t. Modules from Faymonville allow interoperability with identical vehicles from other manufacturers.

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FOR USE IN NORTH AMERICA

Faymonville brings new technology to North America. In the meantime, several product series have been adapted to meet special requirements.
The company really took off and, as the workload increased, different vehicles from Faymonville and later also from MAX Trailer were added to the fleet. Particularly the extendable 2- and 3-axle TeleMAX flatdeck trailers expanded the area of activity of what is a family company still today, with currently 40 employees. “Besides national transport, we now regularly set off for Spain, France, Belgium and the Netherlands”, explains Xavier Berthod about the increased area of operations. In order to be even more flexible, in the meantime, the Swiss have added a 2-axle MegaMAX low bed semi-trailer with a 6 m long extension.

On the road with pride

Apart from the technology, the chemistry is right. Xavier’s brother Patrick Berthod says: “The Faymonville Group is characterised by quality and the broad range of products. But especially the informal style of contact. Seeing each other again at the various trade fairs in Europe is always a pleasure.” The “Faymonville gene” is in the Swiss company and Patrick Berthod notices this among his employees. “All our drivers are proud to be on the road with Faymonville trailers. And we are too!”

27 years ago, Berthod Transports SA from Sion was the first Swiss customer to commit itself to the Faymonville brand, which was already on the rise at the time. This laid the foundations for a long-term collaboration. To date, the company has acquired a total of eight vehicles from the Faymonville Group.

“My father was a visionary. Even back then, he wanted to set himself apart from other companies in the region and to break new ground. This is how Xavier Berthod explains the company founder’s initial ideas. In the Faymonville range, Berthod Senior found exactly the products that would enable his company to meet future requests from his customers and meet their demands. The first vehicle they acquired in 1992 was a 2-axle plateau semi-trailer with a 6 m long extension in the middle and 1.5 m at the rear. Thanks to the new technology, these were able to transport larger items and new products. We managed to meet our customers’ requests for long steel or wooden frames and even for aluminium pipes.

National and international transport

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Ruiz E. bvba relies on MAX100 for moves to construction sites

Very versatile and simple solutions are particularly popular for machinery transportation in the construction sector. This is what sets MAX Trailer's products apart, according to the Belgian company Ruiz. The new customer successfully operates in the fields of excavation and demolition, with new and demanding tasks arising every day. The 4-axle MAX100 semi low loader with its friction steering and rear ramps provides them with this flexibility. On Ruiz’s many construction sites, they could not manage without the "MAX". On this mission, the employees transported a Liebherr bulldozer model R 936 weighing almost 31 t. Other machines from the Ruiz vehicle fleet move the telescopically extendable semi-trailer from one project to the next.

CombiMAX in Bulgaria

The Slovenian customer Flars recently transported an unusual load. On its 2-axle MegaMAX low bed semi-trailer, the transport specialists loaded a Bombardier CRJ 200 with a length of 26.77 m and a weight of about 20 t. The 17-year-old passenger jet had previously been in use in the United States, Mexico and finally in Sudan before reaching its stopover at Jože Pučnik International Airport in the Slovenian capital of Ljubljana. From there, its final last trip was to Delniki, Slovenia. This project was initiated by FerroECOBlast, which has been developing advanced surface treatment solutions and machinery for 55 years. In the future, the jet will be used for the research and development of new technologies in the aviation industry.

Shipyard transporter from Cometto to Poland

A new Cometto SYT 6/4 has been installed at the Polish shipyard Szczecińska Szczecińska Sp. z o.o. to transport large vessel components. With a length of only 16 m, the ship yard transporter can carry a total payload of approx. 414.5 t. The SYT 6/4 is equipped with new powerful hydraulic suspensions, each with a capacity of 40 t axle load. The electronically controlled transporter consists of twelve axles, four of which are powered. The dimensions of the loading platform are 16,000 x 6,000 mm. The transporter’s large stroke allows a constant load distribution on all axles. It is the third ship yard transporter to be delivered to the Polish shipyard. Two previous models already found their way there in the 1990s. One of them is still being used after 25 years of operation.

Multi trailers demand flexible solutions. The Bulgarian company Roster OOD was looking for a versatile and future-oriented transport option for the heavy payload range. The CombiMAX system was able to translate these precise specifications into reality. For the first time, a CombiMAX went to the country on the shore of the Black Sea. The company Roster OOD works in the construction and demolition sector as well as special transport, recycling and waste management. There are different transport projects every day, which is why the customer put together a full configuration with extendable excavator deck. A fantastic project initiated by our Bulgarian Partner Euromarket Construction JSC. After extensive training, the first jobs were successfully handled. A 67 t demolition excavator, the S7 Komatsu PC 450 HRD, was driven on the next construction site on the CombiMAX.

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The last "flight" on the MegaMAX

The Polish shipyard transporter from Cometto to Poland

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For worldwide raw material extraction, heavy equipment is required to get to the desired materials. In Kenya, the company Rock Plant Ltd. looks after the transport of a 90 t excavator from one location to the next within a large mining site.

The Vipingo mine is located near the port city of Mombasa. Here, 12,000 tons of limestone are mined daily for the cement production. "There are various job sites within this huge mining plot. These are quite far apart with distances of 7 km to 30 km," says Pritpal Roopra, Managing Director at Rock Plant Ltd., explaining the general conditions.

The conditions on the construction site bear additional challenges for Pritpal Roopra and his team. "The rough, bumpy terrain requires great care. The hydraulic axle compensation of the ModulMAX ensures that the vehicle is always stable."

Versatility extends the offering

Headquartered in Nairobi, Rock Plant Ltd. is, above all, a Hitachi importer in the East African countries of Kenya, Uganda and Tanzania. By now, Rock Plant Ltd. also provides special transport services for external customers. The company uses the versatility it has gained to handle not just construction and mining machinery but also, for example, projects involving transformers and industrial goods.