FAYMONVILLE GROUP

GO TO THE MAX

News magazine by the Faymonville Group - N° 34 - 10/2022

The bauma electrifies!



With special section on
WIND POWER PROJECTS

Era of the superlatives

It's that time again: bauma is approaching fast. The trade fair highlight that casts a spell on visitors and exhibitors alike. More is impossible. No event in the industry is larger or attracts more visitors. An event of the superlatives.

We are also focusing on these seven days. With an area of 1,450 m², our booth is larger than ever before. We will be exhibiting 15 products from our brands MAX Trailer, Faymonville and Cometto – that also tops everything so far. As a full-range supplier in the special transport sector, we are showing what we can do.

Currently, however, we are experiencing superlatives in the negative sense, too. Global crises reach ever greater dimensions. As soon as one appears to be overcome, the next one is already there. Every individual and also companies like ours are therefore facing huge challenges due to the energy supply problems. Bottlenecks in the global supply chains have still not been overcome and continue to run in parallel.

Nevertheless, we are looking forward with enthusiasm and optimism, even under these circumstances, because daily contact with our loyal clientele makes it clear that things are still buzzing, despite the adverse circumstances. Business and the skilled trades are responding to all the crises with their strengths. The bauma motto hits the nail on the head: it is the „heartbeat of the industry" that is gathering together in Munich.

The focus is on digitalisation and sustainability as the guiding themes of the 2022 edition. Two aspects to which we have given absolute priority for years. The future has long since begun, where factors that are virtually integrated in the corporate DNA are decisive: flexibility, speed, quality and innovation. We look forward to seeing you again in Munich.

Alain Faymonville

10 // Under pressure of time at the Belgian hub





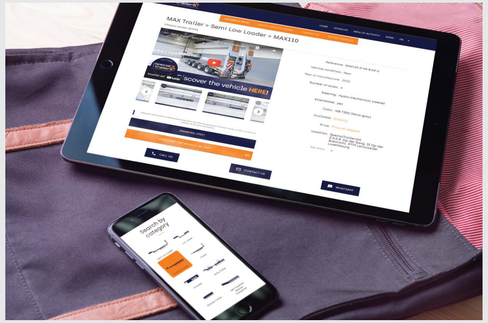
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10th anniversary MAX TRAILER

10 years of MAX Trailer

A unique success story



With the introduction of the MAX Trailer brand in 2012, the Faymonville Group laid the cornerstone for the modular construction of special vehicles for road transport. The concept is now celebrating its 10 anniversary and has fundamentally changed the sector over this period.

Many question marks emerged with the principle of the modular construction kit. The introduction of standardised vehicles for special and heavy-duty transport was viewed by some with scepticism. But the vision proved to be groundbreaking. MAX Trailer gained a foothold, established itself in the circle of manufacturers and has set the agenda ever since.

Pioneer role taken over and strengthened

„To date over 8,000 vehicles have been delivered, in which a total of around 22,500 axles and 45,000 tonnes of steel were installed", says Mario Faymonville, who has been involved from the very start as Product Manager. It began with the MAX100 low loader series and was rounded off over the course of time by flatbed trailers, towed trailers and lowbed vehicles.

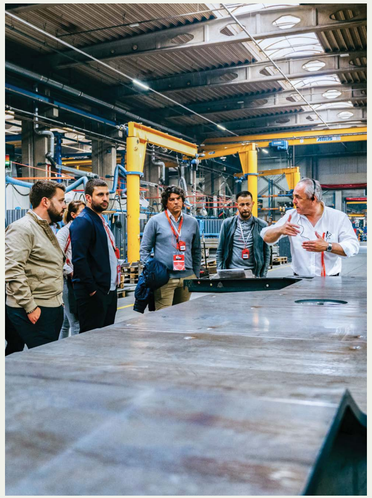
A broad range that Mario Faymonville sees in operation throughout Europe: „Our customer base has been growing ever since time and that also applies to our sales network. Standardised vehicles with optimised equipment in premium quality have prevailed. This is where we take the lead - at a top price-performance ratio."

High ambitions for the future

At the official ceremony, the whole team looked back on the rapid development. This can be seen just by looking at the factory buildings in Goleniow, Poland. The production area now extends to 40,000 m². The processes in the buildings are optimally structured and follow the state-of-the-art principles of lean management. Further planned investments with a volume of 23 million Euros will strengthen the state-of-the-art machine pool and expand the building infrastructure by a further 10,000 m2 in the near future.

During the event, several sales partners also were presented with awards. The German partner ES-GE finished in first place in terms of the total number of MAX Trailer vehicles sold, followed by Berroyer from France and Traffco from Great Britain. High ambitions are still the driving force at MAX Trailer. The range now encompasses six product families and further vehicles will follow. The dealer network also continues to develop. The MAX Trailer brand has moved quite a lot over the last 10 years and will no doubt also shape the coming decade in special and heavy-duty transport.

www.maxtrailer.eu



MAX Trailer product range

Six vehicle types make up a complete range



MAX100/110



MAX200/210

The all-purpose semi low loader

Are you looking for a polyvalent semi-trailer? Then our all-rounders from the MAX100 series with 2 to 6 axles are just the thing! The vehicles are friction- or knuckle-steered and are also available in extendable versions. Options such as wheel recesses, excavator troughs and single or double ramps create lots of possibilities.

The flatbed trailer for long loads

Long steel beams, precast concrete elements or industrial goods are the perfect load for a MAX200 flatbed trailer with 3 or 4 axles. In the double extendable version, the loading platform can be extended from the basic length of 13,600 mm to maximally 29,800 mm. The vehicles have air suspension and are available with 17.5", 19.5" and 22.5" tyres.



MAX300

The central axle trailer for daily work on the building site

Due to its compact design, the MAX300 is ideally suited for the transport of smaller to medium-sized machines. In a tandem and tridem version with 17.5" tyres, a trailer such as this provides optimum manoeuvrability on winding and cramped building sites. This trailer type with air suspension is easy to turn in operation.



MAX410

The ballast trailer for crane weights and crane parts

Do you transport crane elements? The robust and compact MAX410 with 22.5" tyres is available for these tasks. The vehicle is equipped with a hydraulic steering system for optimum manoeuvrability. The MAX410 is available with 3 to 5 axles.



MAX510

The lowbed trailer for cases where height is crucial

High load? In a pendle-axle or knuckle-steered version, the MAX510 is the right means of transport when every millimeter counts. The lowbed trailer with removable gooseneck has a low loading height, a bogie with 2 or 3 axles and a choice of air or hydraulic suspension. The loading floor is extendable.



MAX600

The turntable trailer for optimal driving behaviour

The MAX600 is a must on any construction site! The trailer with 3 or 4 axles suits for excavators, construction machines and other construction equipment. Single and double ramps allow for quick and easy loading. The air suspension offers significantly improved handling in comparison with leaf suspension. The loading platform is available flat or cranked.

COMETTO VF
PROPELLED TO THE MAX

Under pressure of time at the Belgian hub



© www.architecturreportage.be

The Brussels Ring is a centrepiece of the Belgian infrastructure. Due to commuters, transit traffic and its proximity to the port of Antwerp, it becomes a traffic hotspot every day. One section is currently undergoing a redesign and is scheduled for completion in 2024. The installation of a 1000-tonne bridge is a key moment in this framework.

The Hector Henneaulaan bridge crosses the R0 directly by Zaventem Airport. However, the bridge was old and needed to be replaced. Its double width is intended to ensure the safety of all road users. Simultaneously, the link to the motorway ring is optimised. The operations for moving the bridges are closely timed. because negative effects on the flow of traffic in this bottleneck had to be minimised. „The timeframe is the biggest challenge", says Carl Sarens, Director Technical Solutions, Projects & Engineering at the Belgian crane and special transport company Sarens.

Eight hours for the mega-project

As a global reference for such tasks, Sarens was responsible for execution of the bridge transport. „For eight hours, a section of the R0 Brussels at the national airport will be completely closed. So, there was no room for delays due to mishaps", says Carl Sarens, focusing on absolute reliability. His employees concentrated on the task. But Sarens knew what to do – and above all how to do it.

Sarens puts its trust in the Cometto fleet

The giant that had to be transported was 105 meters long and 17 meters wide. The meticulous preparations ensured that the night transport went without a hitch. Precise load distribution calculations defined the configuration of the self-propelled vehicles used. „Sarens assembled a parallel combination with two bogies, each with 24 axle lines of the self-propelled Cometto MSPE. A lifting system was installed on them that served as a support for the bridge", says Cometto team manager Matteo Silvestro, describing the transport solution on the Brussels motorway ring in detail.

Little by little, the bridge rolled closer to its final position. The self-propelled modules moved the 1000-tonne construction with great precision thanks to the electronic steering. The pendle-axles also compensated for all unevenness on the building site. With ideal lighting thanks to the Night-Light kit, the operators had a good view of everything around the convoy. The bridge found its way safely. At sunrise the motorway was reopened to traffic and this prestigious mission also ended with a satisfied high-five for the Sarens specialists.

The complete project in pictures

FAYMONVILLE
TRAILERS TO THE MAX

www.faymonville.us

The best payload/tare ratio on the market!

3+6 double drop deck combination

Legal payload up to 150,000 lbs with an axle load of 20,000 lbs

9-axle single drop trailer

Legal payload up to 160,000 lbs with an axle load of 20,000 lbs

12-axle single drop trailer including nitro booster

Legal payload up to 207,000 lbs with an axle load of 20,000 lbs

The new all-rounder for North America

Faymonville enriches the North American transportation sector with innovative product lines and specifically tailored technologies. Now a new milestone has been set with the HighwayMAX All-In-One. The globally successful modular CombiMAX concept serves as the basis.

In times of economic challenges, the basic idea behind investments in new equipment is usually the same: which tool do I choose to work flexibly, profitably and sustainably? „The HighwayMAX All-In-One is such a variable and modern all-round solution", replies Rainer Noe, the responsible product manager at Faymonville, and he explains the versatility of the road vehicle in more detail. „The modular concept allows use as a 3+6 double drop combination, as an extendable single drop trailer with nine axles or – with additional nitro booster – as a 12-axle vehicle."

And as if that wasn't enough, the concept also has an ace up its sleeve for the increasingly present wind power industry. Rainer Noe: „A configuration as a tower adapter vehicle is also possible. And the entire range such as excavator decks, transformer decks, perimeter decks etc. can be integrated in the double drop version."

Extreme flexibility for the most diverse tasks

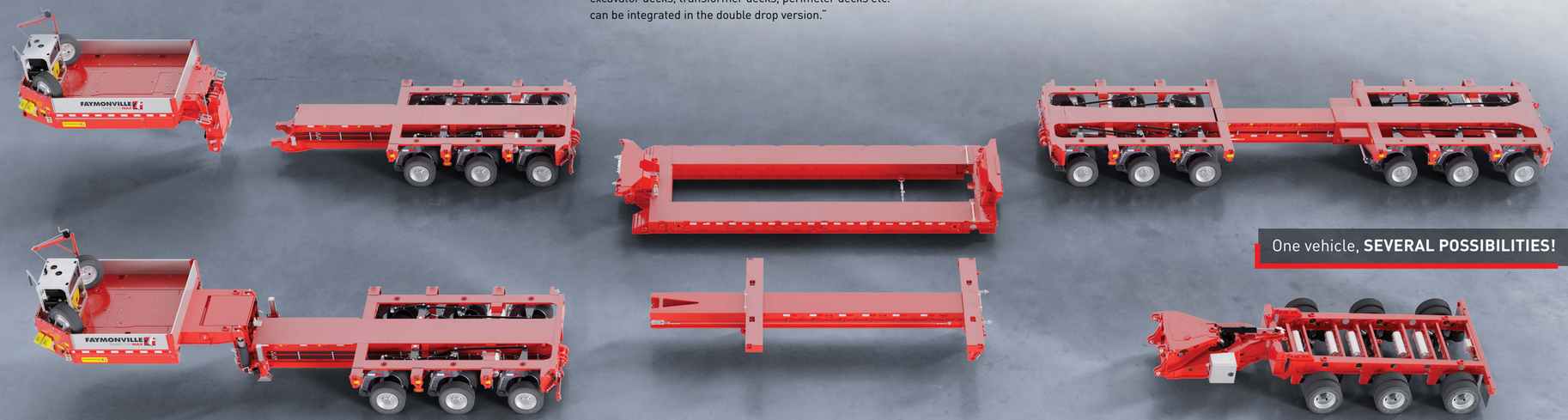
Conversion to any of these versions is quick and easy. Interfaces on the both front and rear bogie enable the fast exchange of the components. „The motto of the CombiMAX building kit also applies to the HighwayMAX All-In-One: define your transport task, combine your vehicle", says Rainer Noe, describing the parallels with the well-known Faymonville product family. Industrial parts, construction machines, wind tower segments, crane elements and other heavy loads can be moved throughout North America on this innovation.

The modular design provides haulage companies in the USA and Canada with more usage possibilities – with just one vehicle concept. Higher utilisation also means no costs for material „at a standstill".

Maximum utilisation, fewer functional costs

Hydraulically steered axles at the front and rear as well as pendle-axle technology with a 24-inch stroke and a steering angle of up to 60° allow optimal manoeuvrability in the case of challenging route profiles. Thanks to additional steering, even the tightest passages are no longer an obstacle. Even complex loads are optimally supported on all axles thanks to the adjustable ratio between fifth wheel load and axle load as well as suitable load distribution.

Once the job is done, the HighwayMAX All-In-One can be reduced effortlessly and within a few minutes to a minimum overall vehicle combination length, which significantly reduces the costs of unloaded journeys.



One vehicle, **SEVERAL POSSIBILITIES!**



„It is so exciting that I want to be a part of it“

To the point!
An interview with Lisa Faymonville.

In a family business, it is usually the case that that private and business life flow into each other. Lisa Faymonville grew up with the subject of vehicle construction. Axles, chassis, payload - all these things have always been foreign words to her. In addition to her technical knowledge, the 27-year-old is also distinguished by the good relationship she cultivates with employees and customers alike. As Human Resources Manager, she is currently responsible for the employees in Belgium and Luxembourg.

Describe your first memories in connection with the company!

Experiences in the office come to mind, where I often accompanied my parents. I'm sure I distracted some colleagues from work from time to time when I drew pictures, hid them and they had to look for them (laughs). Exciting was the time when I learned welding in production during the summer months. And I think back very fondly when I did my first tasks at the reception desk in the Büllingen plant on Saturdays. This is where a lot of valuable interpersonal contacts were made.

And then the path continued.

Exactly. After graduating from high school, I completed my business studies in Brussels, followed by a Master's year. During that time, I was able to travel a lot and get to know cultures. I always wanted to do that and it was a great experience. After that, I started a three-year in-house training in our factories, where I was able to immerse myself in everything from sales to production, marketing and process audits. That was an important but also very enriching step. Today I am active in personnel management, which I really enjoy.

When did you realise that you would find your professional happiness in the family business?

The desire was always there. It was just not clear to me for a long time when I should take the step. Within the framework of the Cometto takeover in 2017, I took the path into the company. It is so exciting, I want to be part of it.

What are the strengths of family-run companies today?

I think it's mainly the long-term thinking and the consistency. You weigh risk and security accordingly, so that success is there in the long run. In our structure, it is possible to make decisions quickly and in a targeted manner. In addition, we are able to adapt flexibly to changing circumstances. In the context of a family business, the customer is always at the centre. We maintain a strong relationship to him and know the needs that occur concretely in everyday life. This close contact builds trust. In addition to technical discussions, socialising is of course not neglected.

Turning the clock ten years ahead, how do you imagine the Faymonville Group?

We already have the largest product range on the market. I envision deepening and consistently expanding our leading position. The digitalisation of processes and procedures is full of challenges, where I see us on an ideal path thanks to our wealth of ideas. We are a company that is well positioned for a new generation of customers and employees and closely follows their needs. To achieve this, we are investing now and will continue to invest in technology, infrastructure, product development and framework conditions. Everything works in the sense of the big picture, which always takes the individual with it.

What was the best advice you ever got?

„Get away from the big pile", that's what my father Alain always told me. And that's absolutely true. Not what everyone is doing or trending at the moment should be the goal. There is a certain opportunism to it. The important thing is to keep your eyes open and be receptive to new things while staying true to yourself.

The door to the office is closing. How do you switch off to recharge your batteries?

Cooking relaxes me, I can live out my creativity. Sport, a walk in nature or time with friends help. I also try to read a lot.

Lisa Faymonville in three words, that is:

loyal, determined und people-oriented

FAYMONVILLE TRAILERS TO THE MAX

Down to the depths

The foundation must be laid so that a project works. This general approach applies quite specifically to construction jobs when drilling rigs are closing in. Following the preliminary work, safe foundations are laid for the establishment of buildings and other structures.

A great deal of force is required in order to penetrate deep into the ground. Rock layers and compact ground have to be pierced, and a lot is demanded of the drilling rigs. In Switzerland, the Orllati Group is one of the specialists in large-scale drilling. The tasks are becoming more and more extensive, and the devices used are accordingly becoming larger and larger. „We have adapted so that we can transport these machines ourselves", says transport manager Jean-Luc Vasseur about a step that led the Orllati Group to purchase a VarioMAX Plus combination from Faymonville.

Quickly up and running

The basic combination as a 3+5 lowbed semi-trailer allows to transport loads of up to 85 tonnes within the 12-tonne axle load. Due to route-related axle load reductions and/or unfavourable centre of gravity of the load, the combination can be converted into a 4+5 – 3+6 or 4+6 combination within a very short time. The 4+6 combination makes it possible to transport loads of over 100 tonnes safely and quickly from A to B.

To transport an 85-tonne drill rig the approximately 50 kilometers from Bioley to Chavannes, a Joker axle was fitted at the front. „The new VarioMAX Plus permits us to undertake these transports without a subcontractor. This means we are ready for action on the construction sites very quickly," says Jean-Luc Vasseur, appreciating the approach that is now possible and that gives the Orllati Group clear advantages.

Modularity is both present and future

„In addition to the weight of the machines to be loaded, the length is also a factor we must take into account", says Jean-Luc Vasseur, explaining another aspect that speaks in favour of the new VarioMAX Plus. „ Again, the modularity of this vehicle type helps us to cope with the challenges that arise."

Flanked by the accompanying vehicles, the turquoise combination pulled past Lausanne on the way to its destination. Jean-Luc Vasseur feels relaxed about the access to the construction site at the end of the route. „Thanks to the hydraulically steered axles of the VarioMAX Plus, our machines can also be transported in the tightest of spaces."

„We have adapted so that we can transport these machines ourselves"

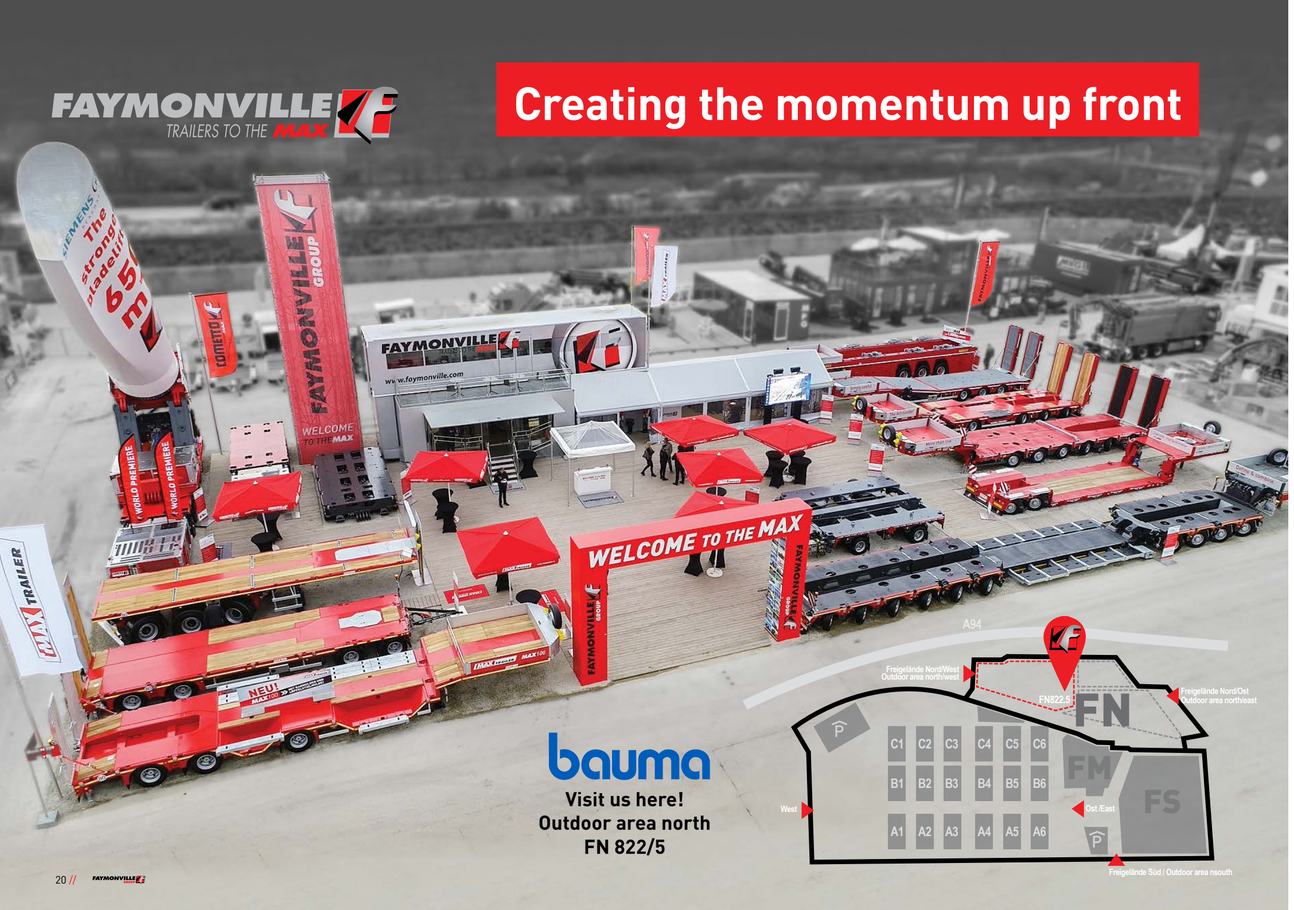
***JEAN-LUC VASSEUR** - transport manager at Orllati*

The joker for every case!

The joker axle is a single-axle bogie that can be installed either between the gooseneck and front bogie, or between the lowbed and the rear bogie. It enables a flexible adaptation of the combination to load, legal payload and routing.

Scan here to find out everything about the VarioMAX Plus

Creating the momentum up front



Bigger than ever before! As versatile as never before! We will be presenting a cross-section of our skills to the international trade audience at the bauma 2022 in Munich! The Faymonville Group is lining up with an even larger booth compared to the last bauma. The unique variety of our three product brands MAX Trailer, Faymonville and Cometto will be on show on an area of 1,450 square meters.

Cometto with the strongest wind turbine blade transporter

The new BladeMAX1000 from Cometto celebrates its premiere in Munich. This blade lifter by far is the strongest of its type on the market with a load moment of 1000 metertons. Such a special vehicle is used to transport the latest mega wind turbine blades safely over the last section of the route to the installation site. Cometto, the centre of excellence for self-propelled vehicles within the Faymonville Group, is also presenting a 4-axle Eco1000 with hybrid technology, which is absolutely trailblazing in this segment. The range is completed by a 6-axle electronically controlled MSPE self-propelled vehicle.

Faymonville with the widest range

Everyday work and transport tasks are becoming increasingly flexible. All-rounders are the in-demand solution and several of them will be exhibited by Faymonville. From the MultiMAX family there is a semi low loader with hydraulically widenable loading platform as well as a 6-axle vehicle with a PA-X low pendle-axle. Lowbed trailer such as the 1+3 GigaMAX and the 3+5 VarioMAX Plus combination with built-in joker axles are designed for height-optimised transport. As an extendable version, a PrefaMAX inloader for carrying precast elements joins the bauma contingent. A weight-optimised 3-axle MultiMAX Plus with serrated grid floor and liftable loading platform accommodates work platforms and lifting vehicles.

The product type ModulMAX AP-M designates a mechanically steered heavy-duty platform trailer that combines the supporting assist mode with the independent self-propelled mode. The driven axles can be switched on and off at up to 40 km/h. The operator does not need to stop the convoy for this manoeuvre as would be the case with other suppliers. In combination with the superior traction this is an absolutely unique feature. This type of modular vehicle is also celebrating its world premiere in Munich. For the wind power sector, a rotor blade adapter complete with a self-steering trailer combination will be on show. In the road transport of the up to 100 meter-long wind turbine blades, the future belongs to this flexible concept.

MAX Trailer is there with four vehicles

Thanks to its modular design, the MAX Trailer brand has revolutionised the special transport sector. In Munich, four exhibits will highlight the diversity that has now been achieved. A 5-axle MAX410 flatbed is suitable for the transport of compact crane weights. The extendable MAX100 brings maximum versatility thanks to two pairs of wheel recesses and an excavator trough. Among the towed trailers, the 2+2 axle MAX600 with cranked platform, ramps and excavator trough is one of the newcomers. And the MAX510 lowbed trailer series awaits visitors in a version with three pendle-axles.



In everyday use for wind power



„Way ahead" is the slogan of the Finnish company Ahola Special Oy. In accordance with this motto, Jonas Ahola's team has indeed been constantly moving forward in recent years. Besides classic special transports, the focus is now particularly on the wind power sector.

„We work every day throughout Scandinavia and the Baltic countries", says Jonas Ahola, describing the field of activity in which his team works around the clock. „In this context, we are ready for projects wherever a first-class and high-quality service is required." A demanding standard that can be met thanks to the appropriate transport material. The connection with Faymonville has existed since 2009 and over the years more than 40 red-painted vehicles have been shipped to Finland.

Full-range supplier for wind power projects

„We have built our fleet trying to standardise as much as possible so that all the different variants fit on all our tractor units," says company manager Jonas Ahola, explaining the approach. „Flexibility and the ability to adapt to any type of transport need are also very important to us, because all our projects are usually unique. For this reason, we began to build our heavy load vehicles on the basis of the CombiMAX." Ahola uses this modular construction kit to move tower segments of all sizes in a wide variety of configurations and, if necessary, with the help of the add-on beam extension support.

**We move the wind industry!
Discover all the details here!**

Further development through tower adapter

„And since the components are getting bigger year by year, we have now also ordered tower adapter sets. They are suitable for loads of up to 140 tonnes," says Jonas Ahola, already preparing for the future, when the manoeuvrability of these adapters will provide additional possibilities. In general, he approaches the tasks with foresight, even in the various planning steps. „We put a lot of energy into the development and use of digital tools for the preliminary planning, engineering and simulation of the projects. This makes our work even more reliable, safer and more effective."

The number of wind turbines is increasing in Scandinavia, too. Ahola Special Oy has developed into a full-range provider that can transport all elements of such a construction. To accommodate wind turbine blades in XXL format up to a length of over 70 meters, the specialists rely on a total of six four-fold telescopically extendable WingMAX flatbed semitrailers with pendle-axle technology. The sliding load support for the wing tip frame permits shortening of the flatbed trailer even under load. This refinement is a real help when passing through winding stretches of road.



Extended possibilities for wind turbine blades

„And next year, three self-steering trailer systems with rotor blade adapters will follow", says Jonas Ahola, who has also secured the latest development from the Faymonville range. No wonder, because the smooth processes in day-to-day work prove him right. „We are very satisfied with the functionality and quality of our vehicle fleet." Semi low loaders, modular vehicles, flatbeds and lowbed trailers form a strong and above all reliable backbone. „And also, for safety-related reasons, it is obvious to rely on perfectly safe equipment. Because this gives the drivers confidence in handling."

Getting blades on the way

The wind industry is playing a key role in the expansion of renewable energies. The systems are set to become more and more powerful to maximise the use of floor space. After all, their development is often the most gruelling part of the project. The challenge is that rotor blades' dimensions continue to increase. The landmark record of 100 meters in length has already been broken.

Self-steering trailer provides for manoeuvrability

Ter Linden Transport b.v. from the Netherlands is a reference throughout Europe for the transport of wind turbine blades. Those responsible devote a lot of time to planning the route to the installation sites, because with these dimensions it is not easy to master every turn and obstacle. For this purpose, three self-steering trailers with rotor blade adapters from Faymonville now serve as the backbone. „The big advantage of this transport solution is quite simply the improved manoeuvrability", says company boss Roland Ter Linden, describing his positive experiences. „Also, thanks to the high stroke, you can lift the wind turbine blade and thus guide it over crash barriers." The free-turning device is mounted on a 2-axle dolly, while a 4-axle self-steering trailer takes up the rear part of the blade with the help of a clamp.

Universal interface for all frames

The advantage of the Faymonville adapter is that the universal interface is designed for the transport frames of all manufacturers. Ter Linden's first projects led to Rotterdam. The trio of self-steering trailers brought 82 meter-long wind turbine blade here. The Maasvlakte 2 industrial estate is a new part of the port of Rotterdam. Along its outer edge, a wind farm with a total of 22 wind turbines is under construction, ready to generate green electricity from 2023 onwards.

„Thanks to the high stroke, the wind turbine blade can be lifted and guided across crash barriers."

***ROLAND TER LINDEN** - manager of Ter Linden Transport b.v.*

Adapters for wind tower segments

In the construction of wind power plants, the transport of tower segments is not always possible with classic semi-trailers. Special tower adapters with a lifting capacity of 100 tonnes accommodate such elements of various lengths and diameters. These special devices are coupled either with a free-turning device or directly between heavy load modules.

The free-turning device allows to overcome even the tightest bends and obstacles. They can be loaded and unloaded without a crane. The tower adapter is hydraulically adjusted to the flange diameter, which ensures a secure connection during transport.



Right of way for the steel giant

Mega-monopiles at Steelwind



This way to the spectacular action video

Steelwind is a worldwide reference where the manufacture of monopiles for wind farms is concerned, because the Nordenham site produces some of the largest elements of this type available on the global market.

The dimensions are truly remarkable: we are talking here about a component with a diameter of 9.60 meters, 110 meter length and a weight of 2,100 tonnes – an absolute mega-monopile. And these giants are produced in series at Steelwind.

Krebs has concluded a large-scale multi-year contract with Steelwind. The actual core competence of Krebs Korrosionsschutz kicks in here: the high-quality coating of pipes. On top of that, the specialists have also taken over the complete transport logistics in the factory.
„It is irrelevant whether the storage of steel plates, the movement of individual pipe sections or the transport of the complete monopiles is concerned", says Christian Petschke, one of Krebs' managing directors, describing the project from Hamburg.

„We started right away with the removal of a finished monopile from storage in the external warehouse behind the dyke. We had to pick it up and then transport it over the dyke to the loading pier on the factory site at a time specified by the regulatory authority of the town of Nordenham."

With regard to the gradient and the timeframe

The challenge on this route is to overcome the dyke's three-degree gradient with a gross vehicle weight of an impressive 2.450 tonnes and a vehicle length of 37 meters. „The timeframe is critical", explains SPMT driver Steffen Klückmann, „because we cross two public roads here that ensure the supply of goods by truck to the neighbouring industry."

72 axle lines in a combination

Krebs coupled three bogies in a parallel combination using two 368 kW power packs and a 202 kW power pack. Two massive cross bars were installed on the combination comprising a total of 72 axle lines. This is done with the objective of evenly distributing the loads introduced among the three SPMT units.

A 12-axle combination moves the sleeper for the pipe depository and the small pipe sections in the factory. And this fleet of vehicles now has to operate in shifts. True to Krebs' company motto: Modern, flexible and innovative – with Cometto ... propelled to the MAX!

„We started right away with the removal of a finished monopile from storage in the external warehouse behind the dyke. We had to pick it up and then transport it over the dyke to the loading pier on the factory site at a time specified by the regulatory authority of the town of Nordenham."

***CHRISTIAN PETSCHKE** - managing director of Krebs*



The strongest blade lifter on the market

The Faymonville Group has advanced into a new dimension of wind turbine blade transport with the development of its blade lifter series. With a load moment of 1000 metertons, the BladeMAX1000 is by far the strongest on the market!

This way to all the BladeMAX pictures.



„Various sensors collect the data and send them to the central control unit, which processes them. All safety-relevant information is constantly monitored."

ADRIAN ZINGAN - product manager at Cometto

Variants with three different load moment steps are available under the product name BladeMAX: 650, 800 and 1000 metertons. All these products transport the latest mega wind blades safely and efficiently „over the last mile" through forested or built-up areas, along narrow roads or in mountainous regions.

Wind turbine blades remain mobile

„With the BladeMAX650 and the BladeMAX800, rotor blades can be picked up, raised up to an angle of almost 90° and panned and rotated by 360° about their own axis using this adapter, which is mounted on a self-propelled vehicle or between modular axle lines", says product manager Adrian Zingan, describing the characteristics of these two models. A third vertical axis of rotation can even be integrated as an option, adding a lateral swivel angle of 20°. This option is frequently selected for use in built-up areas.

With a load moment of 1000 metertons, the BladeMAX1000 is currently the strongest blade lifter available on the market! Adrian Zingan: „This device has two movement axes, thanks to which the rotor blades are raised by up to 60° and additionally rotated by 360°."

Stable structure and safe handling

The patented Stability Control System (SCS) provides greater handling stability on the BladeMAX650, BladeMAX800 and BladeMAX1000. „Various sensors collect the data and send them to the central control unit, which processes them. All safety-relevant information is constantly monitored. The operator receives a signal as soon as critical values are approached", says Adrian Zingan, explaining the process. The tolerance is, however, larger than with so far known systems. The interaction of electronics, hydraulics and visualisation increases the safety during the center of gravity shift when moving the blades. Thus, the BladeMAX does without counterweights weighing several tonnes.

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Vehicles from the established brands MAX Trailer, Faymonville and Cometto can be found on the website! For each vehicle, all technical data as well as numerous pictures and videos are displayed. Additional 360° views have a realistic effect. This allows the prospective buyer to view all the details virtually just as if they were up close and personal.

The selection consists of every type of vehicle that is used in special transport: semi low loaders, lowbeds, flatbed trailers, drawbar trailers, self-steering trailers, inloaders, modular vehicles and self-propelled modular transporters.

New vehicles with all-round service

And SpecialTrailers24 also remains competently at your disposal after the sale. If required, the worldwide service and partner network of the three brands from the Faymonville Group is always available for all customer service, maintenance and repair tasks.

Strong as a group

US customer Allegiance transports a tank

A considerable loading length was required when the US company Allegiance Crane & Equipment had to transport a tank. And as if that weren't enough, the route profile had further challenges in store. The Eco1000 duo from Cometto had the solution for different challenges.

For this mission, the Allegiance specialists coupled a 4-axle and a 6-axle Eco1000 as an „end-to-end" combination. This created sufficient loading length to be able to support the fragile components in the right places. Yet the combination must equally be extremely compact. This is only achieved by integrating the drive units between the axles and modules. In this way, additional loading area is created. That was sufficient for the tank with its length of around 20 meters (67 ft).

Compact and with lots of loading length - the Eco1000 makes it possible

Originally, the customer wanted to drive this transport with a tractor-drawn combination. „But after measuring the curves, it quickly became clear that the job could only be done with Cometto's all-rounder Eco1000," explains B. J. Buchanan, Director of Operational Support at Allegiance Crane & Equipment. The vehicle combination is connected to a data line and operated by a driver via a radio remote control.

Night-Light kit for optimal visibility

In this night transport project over two miles on public roads, the self-propelled Eco1000 modules can play a further trump card. Cometto Sales Manager Joachim Kolb remarks: „Thanks to our Night Light Kit, which comes as standard equipment, the driver has a well-lit view of the vehicle's surroundings at all times."

A touch of holiday ambience



There are more than 1000 kilometers between Rotterdam and the Scottish port of Aberdeen. To cover this long distance with a 4.38 meter-high load, Jan Kees Boer Transport used all possibilities over land and sea. Some scenic highlights enriched the journey.

Right at the beginning, however, there were some hurdles to overcome, as Jasper de Wit from the commissioned haulage company Jan Kees Boer reports. „The cargo was located in the east of the Netherlands. Transport to the port by road was not possible due to the height. For that reason, the steel structure was transported to Rotterdam by inland vessel." The first stage went without a hitch. A crane was waiting to load the 5.51 meter-long element onto the extendable 2-axle MAX510 low loader from MAX Trailer.

For offshore use

Following that, the combination departed by ferry to the port of Immingham in the east of England. „From there we continued along the coastal road to Scotland", says Jasper de Wit, describing the next step, which had a special flair. Steep slopes and the panorama of the wide sea provided a touch of holiday ambience. The onward journey to the unloading location was a feast for the eye. In the future, the steel frame will accommodate a coil that will be used on board a ship in offshore projects.

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