

GO TO THE **MAX**

News magazine by FAYMONVILLE

Heavy haul trailers for the USA



VISIT US
Gold Lot # G.1326

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Faymonville!

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The super low
double drop trailer

16 QUALITY TO THE MAX
Zinc-plating
is the key

FAYMONVILLE 
TRAILERS TO THE **MAX**

Tailor-made innovations for the US market



“Imagine what’s next!” – the slogan from this year’s Conexpo edition perfectly matches Faymonville’s evolution on the US trailer market. Within a short lapse of time, we succeeded in shaking up the transport sector in North America. And we are ambitious ... to the MAX! A motto that Faymonville has been living day after day for over five decades now.

Our special trailers combine cutting-edge technology with extremely practical development and innovations especially tailored to the US market needs. Discover them at Conexpo 2017 in Las Vegas (booth G.1326 / Gold Lot). The product range exhibited will impress

with its quality and variety. The dual lane trailer DualMAX can be widened under load. This allows to optimize the load distribution and to adapt to different states’ regulations. The 3-axle MegaMAX super low, double drop trailer is the new “star” and its king-pin steering is a unique feature in North America.

A 4-axle G-SL module is also being showcased. This modular trailer guarantees the highest point load above wheel arches and the highest bending moment on the market. The real “muscles from Brussels”!

All these vehicles will certainly catch the market’s attention. The sector naturally expects to discover future-oriented innovations at one of the world’s largest trade fairs, and Faymonville is willing and able to make its mark there. We offer multi-faceted technical solutions made to meet every transport need in North America.

Come and discover our possibilities, we are looking forward to welcoming you!

Alain & Yves FAYMONVILLE

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Quality to the MAX
 Zinc-plating is the key



Trailblazing trailers

Faymonville is one of the biggest manufacturers of semi-trailers worldwide with payloads from 20 to 2,000 US t. The group of companies is still under the direct control of the founding family: its sixth generation, brothers Alain and Yves Faymonville, head this diverse operation.

Family-owned company

The simple village blacksmith's forge where things began is a long way from modern worldwide business and trading. Faymonville has built a solid reputation in the manufacturing of semi-trailers for heavy or special haulage missions.

All along our company slogan has been: **Trailers to the MAX!**

Faymonville provides their customers optimal solutions and systems for any transport need outside the usual norms. Quality, flexibility, innovation and service are the company's strengths. The range of products and services is constantly enlarged in tight collaboration with our customers.

High tech on four production sites

The modern production facilities in Belgium (surface 319,957 sq ft), Luxembourg (surface 390,192 sq ft) and Poland (226,042 sq ft) combine high tech



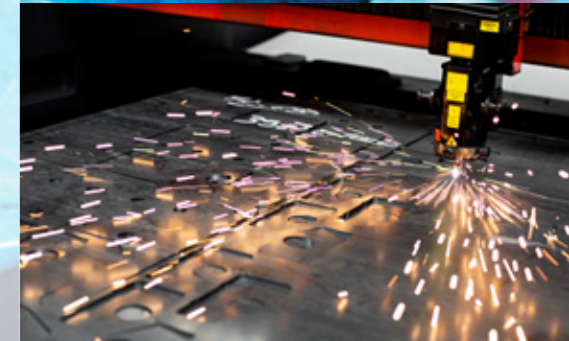
The two production facilities in Luxembourg with a total surface of 390,192 sq ft.

equipment with a skilled, well trained workforce. The high level of innovation and the excellent manufacturing quality of our products are secured by state-of-the-art production processes. All of them are subject to highest quality standards.

100% in-house

Faymonville manufactures all products 100% in-house, which is the key to the highest quality.

The distribution of Faymonville semi-trailers is ensured by our sales representatives and through an international network of authorized dealers. In the United States, Hale Heavy Haul, Inc., headquartered in Voorhees, New Jersey is the official US representative and sales agent for Faymonville.



Sales, spare parts and troubleshooting technical support

Hale Heavy Haul - our official US partner

To distribute its heavy haul trailers on the East Coast of the United States of America, Faymonville teamed up with Hale Heavy Haul, a competent and active dealer that fulfills the high requirements and shares the same values and ambitions. The aim is to bring know-how together and assure the best service package for the customer.

In 2007 Hale Trailer enhanced its commitment to customers, place and product by acquiring certain assets from a local trailer dealership, Atlantic Trailer & Equipment Sales Inc. of Sewell, NJ.

"This acquisition joins two great sales organizations which will allow Hale Trailer to better serve our customers," said Hale Trailer President Barry Hale.

Complete service package

The addition of specialized heavy haul products expanded Hale's industry footprint and catapulted its array of product offerings to new heights. Hale Trailer had become a true professional in the heavy haul field. Its "four legged stool" philosophy of sales, service, parts and rental, which had always played a huge role for Hale Trailer, was now being introduced to the heavy haul arena.

But there is always a need for new products with new capabilities. Modular platforms and steerable axles, prevalent in Europe were just starting to take hold in the U.S. Off road high capacity steerable equipment had already made its mark but was not practical for over the road use. "There was a pressing need for trailer designs that could transport long and heavy commodities over our roads and bridges that comply with the strict gross weight & axle weight laws enforced here in the states" stated Bill Fryer, Hale's VP of Sales.

After much research into European technology and manufacturers, Hale representatives, attending Conexpo in 2014, met Rainer Noe and Paul Hönen of Faymonville as they were exhibiting their products. Immediately there was interest by both parties to take the next step and visit the Faymonville facilities in Belgium.

"To say that we were impressed is an understatement" stated Bill Fryer. "The designs and workmanship were second to none. The plant was clean and organized. The employees were courteous and took pride in their jobs. We felt an instant connection both in products and philosophy. We immediately felt like part of the Faymonville family. Upon leaving Faymonville to return to the States we realized that we had found our partner".

Well trained by Faymonville

Since some mutual visits and the agreement to be the North American representative for Faymonville, Hale trailer has spread the word along with great help from Paul Hönen and Julian Thelen, Faymonville's newly minted trailer expert. "These two gentlemen really know the industry and more importantly, their products and how they fit in our marketplace" said Hale salesman Marc Staley.

At last count, during the previous 12 month period, the Hale/Faymonville union has delivered over 50 very specialized, steerable trailers of various types and designs, all of which have met the needs of a very happy customer base.



HALE
HEAVY HAUL, INC.

A Subsidiary of Hale Trailer Brake & Wheel, Inc.

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Hale is the largest independent trailer dealership in North America.

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We care about you!

Efficient customer service is one of the key strengths of Faymonville. It's more than a sale, we follow up and care about our clients!

Orville Vant Hul (Berghorst & Son, Inc) appreciates this fruitful relationship. "The commercial from Faymonville represents well his company because he

does what he said he would do". The customer support also fully explains the functioning of the vehicles in detail. "The technician Faymonville sent out for training also did a great job. He had a really good understanding of the trailer and was able to pass it on to my crew".



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Only the original by Faymonville

The workhorse for American heavy haulers

In 2015, Faymonville was the first trailer manufacturer to launch an extendable on-road heavy haul trailer with nine hydraulically steered pendular axles – it is called HighwayMAX.

This trailer is fully compatible with the regulations in the USA and Canada, allowing a maximum payload due to its adapted dimensions.

Faymonville's pioneering special trailer type caused a frenzy in the United States! With a technical payload of 258,000 lbs, its pendular axles with a total travel of

23.6", the extension beam and the torsion-resistant frame, the HighwayMAX opened up new possibilities for American users. The extremely high demand for this new commodity in the USA and Canada highlights its innovative character.

The HighwayMAX

- The true original by Faymonville
- First HighwayMAX with pendular axles was delivered in 2015
- Up to 258,000 lbs of payload
- Patented sliding platform extension
- US Aftermarket Sales and Service





Technical payload of 258,000 lbs

It didn't stop at vague expressions of interest - many vehicles have already been shipped over the "big pond". One of the proud owners of a HighwayMAX is the company **Omega Morgan** from Hillsboro (Oregon). "The trailer saves a tremendous amount of time when moving long loads. In the past we needed to mobilize to site and add deck section to our trailers. Now we show up pull a few levers and the trailer is ready to go", explains **Erik Zander**, director of sales of the company.

Faymonville is driving the transport world in North America wild. The operation of the vehicle is very user-friendly and thanks to its king-pin steering, it follows the truck ideally also around narrow corners. The net weight of 62,500 lbs is optimal, excellent payloads of up to 258,000 lbs can be reached for the different transport tasks. The full package of technical advantages appealed to Erik Zander.



The operation of the HighwayMAX is very user-friendly



The extremely high demand in the USA and Canada highlights the innovative character of the HighwayMAX.

"We really enjoy the automatic steering, it works very well. The trailer requires much less labor and supervision to operate from other conventional setups we have".

Brett Berard, vice president of operations at **Berard Transportation** (New Iberia, Louisiana), highlights the huge power behind the HighwayMAX. "The trailer design allows us to move cargo much heavier than competitors, all while operating in a simplistic manner". The extendable functioning is also an important fact in their daily work. "The HighwayMAX retracts to easily transportable dimensions, allowing us to remain efficient and competitive". Thanks to some high tech features, there's even more benefits: "The

24" of axle stroke allows us to self-load cargo allowing clients to save the cost of having a crane - a huge advantage to them".

New transport possibilities, more customer solutions! That's what **Dave Jr. Vaillancourt** from **H.W. Farren Company Inc.** (Randolph, New Jersey) achieved with his new HighwayMAX. "This heavy haul trailer has been a great addition to our fleet. It benefits us up here in the northeast negotiating long heavy loads through city streets. It has helped us acquire jobs we couldn't handle before with our previous equipment".

Narrow turning radius

One of the first Faymonville HighwayMAX with pendular axles was delivered to **Penney Heavy Hauling, LLC** from Danbury, Texas. The new vehicle impressed immediately because "one of the greatest attributes of this trailer is the ability to fit into tight places thanks to the narrow turning radius", declares **Nick Steele**, sales & operations manager.

Penney Heavy Hauling does a lot of on-site work and being able to maneuver in those small units gives them a real advantage.

Versatile and cost effective

"Another great quality is the ability to be loaded very concentrated with very little deflection. Some of the pieces we load are very short but very heavy". Penney manages a lot of projects in their daily work with the HighwayMAX. "The trailer is very dependable and cost-effective, what helps us to be more competitive. We can do this because we are very versatile with the HighwayMAX, we haul anything from MC buildings, vessels, cranes..!"

The HighwayMAX is a real workhorse for American heavy haulers, which allows them to grow their business, as can be confirmed by Nick Steele: "We are extremely happy with our purchase of the Faymonville HighwayMAX and really feel like it has helped us grow our business in the past year".

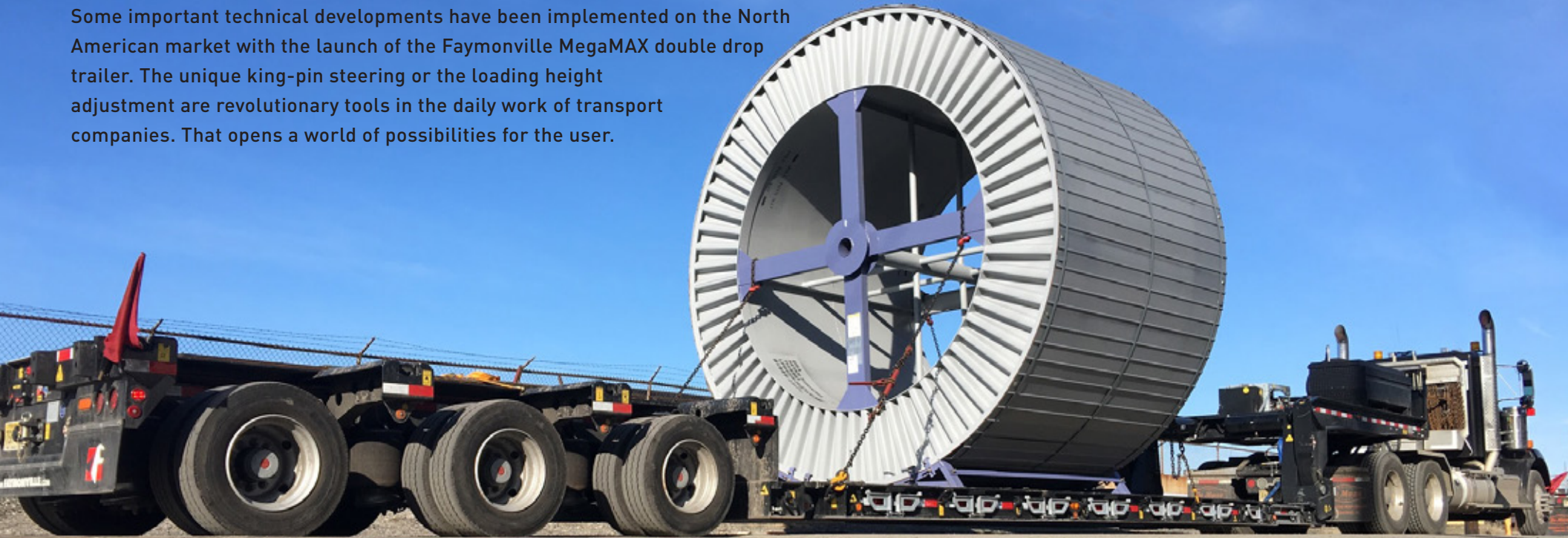
Jim Albus, fleet/operations manager from **Steve Sharp Transportation**, summarizes quite well the advantages of the heavy haul trailer from Faymonville. "The HighwayMAX is a beneficial trailer for anyone looking to cut down set up time prior to loading and reduce empty weight to increase payload. It greatly improves maneuverability in and out of job locations and reduces overall length and weight compared to a conventional trailer".



The new “star” on the trailer market

Lowest double drop - highest performance

Some important technical developments have been implemented on the North American market with the launch of the Faymonville MegaMAX double drop trailer. The unique king-pin steering or the loading height adjustment are revolutionary tools in the daily work of transport companies. That opens a world of possibilities for the user.





A double drop trailer is the ideal solution for extremely high and bulky goods, such as industrial parts, machinery or oversized containers. One of the first customers in the US to use the MegaMAX was **De Mase Trucking Co., Inc.** (Lyndhurst, New Jersey). "Our new Faymonville trailer has proven to be a welcomed asset to our trailer pool", appreciates **Jim Moeschen**.

Loading height adjustment

"The loading height adjustment of the trailer allowed us to deliver to our customer with much ease. In the past, conflicting terrains would cause much delay for riggers, manpower, end user, and our valued customer", says Jim. The double drop trailer from Faymonville helps to compete in a drayage market because it has as some developments that set it apart from other brands. "Especially the lower deck height and the height adjustment", lists Jim Moeschen as some other advantages.

The MegaMAX trailer is fully compatible with the regulations in the USA and Canada, allowing maximum payload due to its adapted dimensions. The electric and pneumatic components are DOT approved, following US standards. The double drop trailer is available with diverse deck types, such as the lowest stretch perimeter deck available in the market or an extra-low non-stretch flat deck.

King-pin steering

Moreover, the MegaMAX king-pin steering is a unique feature in North America. With its unmatched maneuverability, it allows access into extremely tight areas. The MegaMAX is available with 3 axles on air suspension (total stroke of 9.4"). With a compressed length of 53' total and a width of 100" without outriggers, it can be run empty without escorts or permits.

"We are fortunate to have been able to include the Faymonville to our trailer pool. We are now able to quote much bigger



Electric and pneumatic components are DOT approved.



The lower deck height and the height adjustment are much appreciated.

projects with the Faymonville addition, and are looking into purchasing more", concludes Jim Moeschen from De Mase Trucking Co., Inc., happy to have this flexible vehicle in his fleet now.

The enthusiasm for this new kind of trailer is shared by **Robbie Swan** from **G&G Specialized Carriers** in Muskego, Wisconsin. He praises the finishing of the new vehicle from Faymonville. "It is

a work of art. I personally went over every inch of this trailer. The engineering and workmanship is remarkable, welds look great. I'm excited to keep moving forward with this venture. The trailer is awesome, I would like to order another".

The MegaMAX guarantees highest performance in manufacturing quality and project execution.

The MegaMAX

- Hydraulic king pin steering & remote control
- Hydraulic self-lifting detachable gooseneck for easy access
- Super low perimeter stretch deck – 13.8" drive height (at 3.9" ground clearance)
- Deck length 25' closed – stretches to 42'4"
- Around 100,000 lbs technical capacity
- US Aftermarket Sales and Service





Dual lane trailer for highest axle loads

Widening under load - fast, safe and easy

To combine cutting-edge technology with extremely practical development

– that’s where Faymonville succeeds with its trailers. The DualMAX dual-lane trailer highlights this fact and includes some unique technical features.

This modular platform trailer system can be widened under load from 13’11” to 20’. Faymonville invented this unique and patented principle “lift&shift”. It allows to optimize the load distribution and to adapt to different states’ road regulations when passing borders. In contrast to other suppliers, the steel-

ring rods don’t need to be disassembled for the widening process, everything stays in place.

This user-friendly operation allows safe, fast and flexible handling. A sign for long living quality is the torsion resistant frame with high point load capacities on the central beam and outer frames.

With drawbar or gooseneck

The DualMAX is equipped with pendular axles, a total suspension stroke of 29 ½” and permits a load per axle line about 52,900 lbs at 50 mph. The dual lane trailer can be operated with a drawbar or a gooseneck. The folded frame is less

than 8’ wide and 8’ tall thus return transports are easily possible on conventional lowbed or flatbed trailers. Platforms of DualMAX are fully metalized (zinc-plated) ensuring the best corrosion protection available on the market.



Hydraulic slide enlargement combined with a tremendous lifting stroke

A real giant



The DualMAX

- Widenable under load from 13'11" to 20'
- Load per axle line 52,900 lbs at 50 mph.
- Foldable frame for an easy return transports
- Can be operated with drawbar, gooseneck and several accessories
- US Aftermarket Sales and Service

Extensive accessories

The DualMAX platform bogies can be configured with several accessories for example the new GirderMAX beams system, perimeter decks or double-drop transformer decks.

Long material bolster systems with self-tracking steering units and Faymonville's ingenious APMC system with driven axles for additional traction force are completing the DualMAX product range. **Kirk Martin**, VP sales at **American Heavy Moving & Rigging**, confirms the practical features of this dual lane trailer in their daily work. "The Faymonville DualMAX units have reinforced our

fleet of dual lane transporters in terms of payload capability vs. tare weight and ease of operation. Key features are widenable under load and especially that the running modules fold up easily allowing quick assembly and disassembly for mobilization without need for scheduling police escort".



This huge beam system is suitable for the transport of transformers, gas turbines, generators or any other bulky and heavy load. Starting from a payload of 330,000 lbs. up to 550,000 lbs., this heavy haul transport system is combinable with all modular platform trailers from Faymonville: DualMAX, ModulMAX or CombiMAX. With its coupleable beams, the length of the girder bridge is easily adaptable to the load and to the number of required axle lines. The 2 sets of main beams with an individual length of approx. 26' can be used as overhead suspensions beams with load supporting elements or, in combination with the so called „Z-beams“, in a lowered position especially designed for gas-turbine and

generator transports. The whole system can be hydraulically lifted by 6'-6" and the patented widening system can change the width within seconds from approx. 9' to 26'! The GirderMAX is designed for 2x12 dual lane trailers in West Coast design, nevertheless the total length can be adapted to less axle lines. The GirderMAX permits ideal transport circumstances thanks to a cross pendulum stabilisation and a self-tracking device for the steering system of the rear trailer. The set-up comes with a pile of useful accessories like empty-run supports, load securing devices, parking supports, Hatz-Diesel engines on both sides and wireless remote controls for all hydraulic functions.



Extendable platform trailer for the loooooongest loads

When length matters!

The transport of long and bulky goods is always a big challenge for companies in the heavy haul sector. Faymonville has developed a flatdeck trailer that is ideal for such projects.



The TeleMAX

- Up to 4x extendable (> 210 ft open length)
- Large steering angle (55°)
- Hydraulic king pin steering & remote control
- Low loading deck height
- US Aftermarket Sales and Service



The TeleMAX offers for example transport solutions for wind mill projects.

Long, longer – TeleMAX!

This vehicle by Faymonville has an extendable loading platform which handles also the longest transport challenges. **GSS (Global Specialized Services)** from Casper, Wyoming, faces these challenges on a daily basis. They use three TeleMAX platform trailers from Faymonville for these tasks.

Matthew Orr, Trucking Manager, gives a clear opinion about these Faymonville products: “We love the trailers, they have been very versatile and easy to use. We would not buy anything else”.

According to DOT standards

Many projects have already been completed in different sectors. GSS moved a top section for an 80m GE tower with a of length 97' (11'2" diameter) with the TeleMAX trailer or a 75' long vessel to a refinery in Newcastle, Wyoming. The TeleMAX trailers are extendable up to four times what allows more than 210 ft open length.

Faymonville has a long history and experience with this trailer type that has been adapted to the North American DOT standards.

Optimum maneuverability

The non-load bearing pull-out (20'-6") permits a longer overhang. Additionally, its lightweight construction and the low loading deck height guarantee optimum maneuverability with the highest possible payload. In order to reach the highest possible steering angle (55°), these TeleMAX trailers are equipped with a double race turntable steering system.

The remote control steering is another user-friendly tool. The fully metalized frame (zinc galvanising) ensures the best corrosion protection available in the market.





MODULMAX



Modular trailers for the most complex of heavy-duty transport jobs

Power your projects!

No matter what you have to move, you are ahead with a Faymonville trailer. We offer the complete special trailer range for payloads from 20 to thousands of tons. The heaviest possible projects can be handled with the ModulMAX series of combinable road-going transport modules.

The modular axle lines from Faymonville are real power machines. They allow axle loads of up to 99,208 lbs per line and point loads of up to 110,231 lbs. Flexibility is a key advantage and the hydraulic axle compensation with a stroke of up to 25.6" is an additional main feature. High-tech in perfection!

With drawbar or gooseneck

"We have had our nine axle lines with gooseneck for one year now. And we are really happy with this trailer", explains **Orville Vant Hul** from company **Berghorst & Son, Inc.** (Hull, Iowa).

The American company has chosen a trailer with gooseneck which is a huge advantage for their transport tasks. Orville Vant Hul says, "this allows us to tow the trailer from one job site to another, which we have found hard to do with a drawbar. We do not need to unload the trailers from stepdecks and assemble them". The gooseneck permits additional pulling force in difficult situations. "We can transfer more weight to the gooseneck when we need extra traction off-road".

Perfect handling in difficult situations

The user-friendly operating concept guarantees the ModulMAX flexibility and economy for the most complex heavy-duty transport jobs. Orville Vant Hul confirms this and shares concrete experience examples from transporting electrical transformers. "The remote steering is a real asset for getting the trailer spotted". Even when big loads do not have a lot of space to pass, "the remote steering allows us to pull out of a building with just inches of clearance on each side".

As a start-up company in the super heavy hauling and rigging industry, **Dynamic Specialized** from Williamsburg, Virginia opted for the Faymonville ModulMAX G-SL "And we could not be more impressed", says **Josh Sohler**. Highest quality in manufacturing and material used helps companies such as Dynamic Specialized to work without interruptions. Josh Sohler specifies different useful features. "Rolled platform deck edges, more robust steering arms, significantly improved mechanical axle locking system, easily accessible knee pin locations as well as on overall clean



Self-propelled trailers

The sturdy pulling machine

Faymonville offers its customers two different systems, each of which can play a key role in the optimal performance of a complex transport operation.



fit and finish have helped keep us on the road longer with fewer mechanical issues and with significantly reduced support requirements”.

Faymonville’s modularity, interoperability, capacity and ease of use have allowed Dynamic “to do more, with less” and “that has and continues to be a major key to success”.

The ModulMAX

- Axle loads of up to 99,208 lbs per axle line (2,3,4,5 and 6-axle)
- Dropdecks available: Hydraulically widening vessel deck, flat deck, excavator deck or spacer deck
- 100% interoperability with identical vehicles from other brands
- User-friendly operating concept
- US Aftermarket Sales and Service

Heavy-load modules with hydraulically driven axles are the perfect solution where conventional heavy-duty tractor units no longer have sufficient pulling force, even when the use of tractor units has to be dispensed with altogether for bridge crossings or in tight areas.

Thanks to the enormous flexibility of its 3 modes, the **PowerMAX APMC** offers:

- trailer mode (axles are simply disengaged and can be towed at 60 mph)
- assist mode (generating additional traction force when needed)
- self-propelled trailer

The APMC bogie is equipped with 2 or 3 driven axle lines and can generate sufficient traction force to move up to 990,000 lbs of gross vehicle weight.

A satisfied customer is company **Capital City Group** from Columbus, Ohio. President **Brian Gibson** praises the new vehicles from Faymonville. “The trailers have been very easy to work with. They allow us to complete jobs we were not able to do before while saving our customer time and money. Faymonville has also had a proactive approach in the US market to come out with products that help fulfill those needs”.

The **PowerMAX SPMC** is the ideal tool for off-road movements without a truck-tractor combo. The self-propelled trailer with conventional steering and its self-driven axles can generate a huge traction force of 19.1 ton-force per driven line.



Unique surface treatment concept from Faymonville for a highly resistant chassis

Zinc-plating is the key

Weather and environmental influences as well as corrosion and stone chips are the biggest enemies of a steel structure. For the long-term protection of its semi-trailer surfaces, Faymonville relies on a fully-coordinated surface treatment system including the metallization process.



The whole principle takes the name of MAXProtect+. And whatever bears the name "MAX" on its surface, also has the MAX on the inside: namely maximum chassis protection. All stages contained in this process - from metallization to painting, including shot blasting and manual blasting - are performed in-house.

Zinc/aluminum coating

After the blast cleaning with metallic blasting material comes the manual blasting. This entails the manual cleaning and refinement of the surface with mineral blasting agents (corundum).

What follows is the stage of spray galvanisation, the so-called metallization - the key process for a highly resistant trailer chassis.

Here, prior to the painting, a roughly 50 - 70 µm thick zinc/aluminum coating is sprayed on at extremely high temperature.

The metallization maximises the corrosion protection, optimally protects against edge rust and increases the adhesiveness and resistance of the surface coating.

Best surface protection on the market

The subsequent joint sealing prevents rust from developing in the gaps. Thereafter, a primer - a 2-component zinc epoxy with an 85% zinc content - is applied onto the chassis. A 2-component top coat available in numerous colours is applied as a final coating.

Finally, in order to prevent corrosion, the hollow spaces are then sealed. Optionally, a saltwater-resistant complete preservation is offered.

The perfectly optimized MAXProtect+ process guarantees the best surface protection in the entire low loader sector with a quality standard that far surpasses that of the utility vehicle sector.

