We are the worldwide leading full-range manufacturer of special road vehicles for heavy load and special transport. The semi-trailers, low-loaders, modular vehicles and self-propelled trailers that we produce are used to transport anything exceptionally heavy, long, wide or tall. Our brand portfolio includes transport solutions for payloads from 15t to 15,000t — and beyond. The excellent facilities in a production space of 150,000 m² form the foundation for qualitatively unique, high-tech products.
Your way to the **POLE POSITION**
As a family business, we have grown over six generations from a small forge to the industry leader. We consider our roots as the basis of an innovative and sustainable future.

TRADITION & VISION

WE OFFER SOLUTIONS

We provide solutions for any transport challenge through experience, flexibility and knowledge. Know-how and expertise from the development to production, start to finish. Your requests are in good hands!
We trust our optimised production processes, modern technique and highly-qualified employees. As the quality leader, we apply the highest standards to ourselves, in order to guarantee the perfect quality of our vehicles.

100% IN-HOUSE

Our extensive service ensures you a worldwide presence, 24 hours a day and 7 days a week. The Faymonville Group provides the most sustainable and wide-ranging customer service of the industry.
MAX Trailer is an innovative concept in the field of vehicle manufacturing. Standardised components and an appropriate manufacturing process allow a totally high quality product to be made at optimised costs. This quality is based on the sophisticated technical know-how and the many years of experience of the Faymonville Group, to which the MAX Trailer brand belongs.

The range consists of 2-axle to 6-axle trailers. All vehicles have a standard width of 2,540 mm and are partly telescopic. The standard model is equipped with air suspension and is available with rigid axles, with friction steered or hydro-mechanically steered axles.

Transport solutions for payloads of 15 t - 60 t
The MAX100 is a 2 to 6 axle semi trailer, which is also available in extendible versions. MAX110 has been designed for special transport in the fields of industry, construction and public works. MAX110 is the version of the MAX100 with hydro-mechanical steering.

**MAIN FEATURES**
- 2-6 axles
- Air suspension
- Width: 2,540 mm
- Total length: 16,500 mm with traction engine 4x2, 6x2, 6x4
- 17.5" tyres
- Fifth wheel height loaded 950 - 1,450 mm
FLATBED TRAILERS

The MAX200 is a 3 or 4-axle flatbed trailer, either extendible or non-extendible. All models correspond to a standard width of 2,540 mm and a maximum length of 13,600 mm. MAX210 is the version of the MAX200 with hydro-mechanical steering.

**MAIN FEATURES**
- 3-4 axles
- Air suspension
- Width: 2,540 mm
- Total length: 16,500 mm with traction engine 4x2
- Always with single tyres 17.5", 19.5" or 22.5"
- Fifth wheel height loaded: 950 – 1,350 mm

Equipped with 3 to 5 axles, the MAX410 platform semi-trailer with "hydro-mechanical" steering is able to easily and cost-effectively transport even the heaviest crane components and crane weights to their respective operating location.

**MAIN FEATURES**
- 3-5 axles
- Air suspension
- With "hydro-mechanical" steering
- Width: 2,540 mm
- Always with single tyres 22.5"
- Fifth wheel height loaded: 1,280 – 1,400 mm
The MAX510 is a lowbed trailer geared to the execution of heavy load transports and special transports. Thanks to the low loading height, it is the ideal vehicle for the transportation of tall goods. The retractable gooseneck allows easy loading from the front.

**LOWBED TRAILERS**

**MAIN FEATURES**

- 2 axles
- Air suspension
- Width: 2,560 mm
- Total length: 16,500 mm with traction engine 4x2, 6x2, 6x4
- 17.5" tyres
- Fifth wheel height loaded 1,200 - 1,350 mm
TRAILERS

The MAX300 is a trailer with 2 or 3 central axles and ramps. MAX300 is designed for machine transportation.

**MAIN FEATURES**
- 2-3 axles
- Air suspension
- Width: 2,480 - 2,540 mm
- 17.5” tyres

The MAX600 is a turntable trailer with 3 or 4 axles and air suspension designed for the construction and public works sector. This vehicle has an entirely flat loading area and is extremely robust and ideal to transport excavators, construction equipment and other work equipment.

**MAIN FEATURES**
- 3-4 axles
- Air suspension
- Width: 2,560 mm
- 17.5” tyres
Faymonville manufactures trailers, low loaders and modular vehicles for payloads from 20 t up to 500 t.

Using a modular building system, Faymonville offers customer-specific solutions that are designed for all requirements outside the conventional standards. We are the experts in the exceptional. Special vehicles from Faymonville are used to transport oversized loads around the world. Anything tall, long, wide or heavy!

Faymonville products excel in their technical precision and quality of processing.
LOW LOADERS

MULTIMAX

The allrounder

The MultiMAX is the economical and flexible solution to a multitude of different transport tasks – a true allrounder! This product family covers particularly versatile and extensive areas of application. The MultiMAX is a tried and tested product series with a complete range of specific options to enable precisely tailored vehicle combinations.

MAIN FEATURES

- Especially versatile and extensive
- 2 - 10 axles
- High payload up to 120 t
- Extension up to 36 m
- With or without ramps
- A variety of axle systems

MULTIMAX PLUS

Simply useful

The MultiMAX Plus is a lightweight low loader that has been optimised for different transport tasks in the European area. The MultiMAX Plus is based on 2 to 4 axles and has optionally one extension. Due to its low dead weight, the MultiMAX Plus enables pan-European transport tasks to be accomplished with maximum payloads, while adhering to national regulations for normal freight traffic.

MAIN FEATURES

- Maneuverable and versatile
- Available with wheel recess, excavator trough or hydraulic lifting bed
- Loading area 1x extendible
- Single or double ramps as well as aluminium ramps

LOW LOADERS

FAYMONVILLE

TAILED TO THE MAX

MULTIMAX

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MAIN FEATURES

- Maneuverable and versatile
- Available with wheel recess, excavator trough or hydraulic lifting bed
- Loading area 1x extendible
- Single or double ramps as well as aluminium ramps
MEGA
MAX
Low beds - high performance

The MegaMAX lowbed trailer is the optimum solution when transporting tall goods, industrial parts or machines. The low beams with a height of just 225 mm have proven to be the decisive trump card here. Not only that, the MegaMAX stands for maximum manoeuvrability and flexibility in use.

The MegaMAX is a tried and tested product series with a complete range of specific options to enable precisely tailored vehicle combinations.

Main Features
- Low loading height
- Retractable gooseneck
- 1 - 8 axles
- A variety of low bed
- A variety of axle systems

LOWBED TRAILERS

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Main Features
- Low loading height
- Retractable gooseneck
- 1 - 8 axles
- A variety of low bed
- A variety of axle systems

GIGA
MAX
Low beds - high performance

Lowbed trailer with integrated pendulum axle in the gooseneck. The GigaMAX is a lowbed trailer designed for heavy load transportation and special transportation. Based on 3 to 6 axles, the GigaMAX can cope with a high technical payload while featuring a compact design. The pendulum axles integrated in the gooseneck contribute to a further reduction of the total length of the gross laden weight and the dead weight.

Main Features
- Length and weight optimised construction
- Maximum manoeuvrability and efficiency during loading and transport
- Retractable gooseneck
- Available with 17.5“ or 19.5“ tyres
LOWBED TRAILERS

VARIO\textsuperscript{MAX}

Low beds - high performance

Lowbed trailer with pendle axle chassis between the gooseneck and the low bed. VARIO\textsuperscript{MAX} is a particularly adaptable and versatile series of semi-trailers, consisting of a front and rear bogie, based on 3 to 6 axles. The low loading height and high payload of the VARIO\textsuperscript{MAX} are the economical and flexible solution for numerous different tasks within heavy load transportation or special transportation.

VARIO\textsuperscript{MAX PLUS}
The compact specialist!

The strengths of the VARIO\textsuperscript{MAX Plus} low bed trailer are its high payload capacity, modular versatility and agile handling. The VARIO\textsuperscript{MAX Plus} is the payload-optimised solution for the transport of heavy construction machinery (crane and road construction), mobile conveying and crushing systems in the demolition and recycling sectors, as well as transformers and other industrial goods.

MAIN FEATURES
- Low loading height
- High payload
- Retractable gooseneck
- Available with 17.5" or 19.5" tyres
- A variety of low bed

MAIN FEATURES
- Payload from 60 to 105 tonnes at 12 tonnes axle load
- Expansion options thanks to the “joker” axle
- Compact design
- Excellent steering performance thanks to high steering angle
- Intuitive and simple operating concept
## TeleMax

**Compact power**

Due to its extending loading platform, the TeleMax flatbed semi-trailer is ideally suited for the transportation of particularly long or bulky loads. Its greater steering angle additionally guarantees optimum manoeuvrability with the highest possible payloads. The flatbed semi-trailer therefore fulfils all conditions for the time-efficient and cost-effective transportation of long or bulky goods, for example, wind power plants or building structures.

### MAIN FEATURES

- **Extendible up to 4 x**
- **Greater steering angle**
- **Axles with air or hydraulic suspension**
- **Pendulum axles**

## CargoMax

**The forest champion**

The Faymonville CargoMax is a platform semi-trailer specialising in the transportation of crane components and weights. Depending on the equipment with 3 – 8 axles, the CargoMax is able to easily and cost-effectively transport even the heaviest crane components and crane weights of numerous manufacturers to their respective operating location.

### MAIN FEATURES

- **3 - 8 axles**
- **For the transportation of compact and particularly heavy goods**
- **Tried and tested load security systems**

## TimberMax

**When length matters**

Due to its extending loading platform, the TimberMax flatbed semi-trailer is ideally suited for the transportation of particularly long or bulky loads. Its greater steering angle additionally guarantees optimum manoeuvrability with the highest possible payloads. The flatbed semi-trailer therefore fulfils all conditions for the time-efficient and cost-effective transportation of long or bulky goods, for example, wind power plants or building structures.

### MAIN FEATURES

- **Chassis with frame made of QTSE 690 fine-grained steel**
- **Epsilon S 260L 82-87-97 base crane or 270 83-88-98 and other**
- **EXTE stakes Type 144 or Type E9 for loading 3, 4 or 5 piles of short wood and long wood up to 21 m**
- **Protective grid, fifth wheel plate and working headlight**

### MAIN FEATURES

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- **Epsilon S 260L 82-87-97 base crane or 270 83-88-98 and other**
- **EXTE stakes Type 144 or Type E9 for loading 3, 4 or 5 piles of short wood and long wood up to 21 m**
- **Protective grid, fifth wheel plate and working headlight**
INLOADERS

PREFAMAX

Leading technology to move precast elements

The PrefaMAX inloader is the ideal solution when it comes to the transportation of concrete components. The fully metallised PrefaMAX stands out thanks to high operational safety while offering optimal efficiency. With a total width of less than 2.55 m, the PrefaMAX is within the norms for standard transports, with the advantage that any additional costs arising for escorts and special authorizations can be avoided.

MAIN FEATURES
- Low empty weight
- Air or hydraulic suspension
- Also available in telescopic version
- Clamping system, designed and certified for 30 t
- Fast loading and unloading of the frames

The Faymonville FloatMAX is a multi-functional inloader for the transportation of glass. Built on 3 axles and equipped with a sophisticated securing system, the FloatMAX guarantees a high level of loading safety for the transportation of heavy and tall glass panes. It is partially metallised as standard.

MAIN FEATURES
- Reduced transport costs thanks to a low dead weight and high payload
- Continuous solebar pipes for maximum stability
- Sophisticated aerodynamics and optimal load distribution
- High level of ride comfort
- Optional with and without front lifting device

FLOATMAX

Move glass with class

The Faymonville FloatMAX is a multi-functional inloader for the transportation of glass. Built on 3 axles and equipped with a sophisticated securing system, the FloatMAX guarantees a high level of loading safety for the transportation of heavy and tall glass panes. It is partially metallised as standard.
Designed for self-supporting loads

The FlexMAX is a self-steering trailer with 2 - 5 axles for the transportation of self-supporting long material. It’s provided with an adjustable steering system that autonomously follows the traction engine. Using a turntable on the traction engine, or in combination with a 2 or 3 axle dolly in front, the agile FlexMAX can transport even the most extreme loads of considerable weights.

MAIN FEATURES

- It is available in 2 different versions depending on the cargo:
  - Self-steering trailer for the transportation of long material
  - Lightweight self-steering trailer for the transportation of long wood
- 17.5", 19.5" or 22.5" tyres
**COMBI MAX**

**Power your projects!**

**Define & combine!**

The CombiMAX is unique, far-reaching low loader concept, the idea of which is based on the variety of combinations with standardised components. The principles of modularity and flexibility are applied to the trailers and semi low loaders for medium to heavy payloads between 50 and 250 tonnes. The CombiMAX can be tailored individually to every transport requirement.

"Define your transport task - configure your vehicle solution!"

**MAIN FEATURES**

- 50-250 t payloads
- User-friendly operating concept
- Optimised dead weight
- Maximum return on investment
- Combination of 17.5" and 19.5" bogies
- Combination of bolt coupling, trough, add-on-beam, hook coupling and telescoping

**MODUL MAX**

**Power your projects!**

The Faymonville ModulMAX is a combinable road-going transport module with 2 - 6 axle lines and a total payload of up to 5,000 t. The ModulMAX offers seamless interoperability with identical vehicles from other manufacturers. This variety of combination makes the ModulMAX a guarantor of flexibility and economy for the most complex heavy load transports.

**MAIN FEATURES**

- Interoperability
- Axle loads up to 45 t per axle line
- Hydraulic axle compensation with a stroke of up to 650 mm
- Pivot-mounted bogie with 45° steering angle
- Strengthened loading area outer fields with point loads of up to 80 t with point loads of up to 80 t.
The 3 or 4 axle low bed trailer is the ideal solution for extremely high and bulky goods, for example, industrial parts, machines and large capacity containers. The "hydro-mechanical" steering is unique in North America. It allows optimal manoeuvrability and allows access to very narrow areas, such as construction sites, power plants or inner cities. The steerable fourth docking axle is the latest innovation within the vehicle series. This tool increases the permitted payload and allows for even more versatility in transportation from state to state.

**MAIN FEATURES**
- 42° steering angle for ideal manoeuvrability
- Gooseneck with 2,800 mm turning radius
- Extendable low bed with 350 mm driving height and 100 mm ground clearance
- Flatbed with 275 mm driving height and 100 mm ground clearance
- Air suspension with a total stroke of 240 mm
- Fully galvanised frame for the best corrosion protection available on the market
- Fully complies with the specific dimensional and DOT requirements in North America

The extendable Faymonville MultiMAX 3+3 semi low loader with an offset loading area is a real all-rounder for a wide variety of heavy-duty tasks up to a payload of 55 t. This type of vehicle is suitable for very versatile cargo types in North America due to the flexibly adjustable distances between the two 3-axis groups. High-tech in outstanding quality for the North American market. Easy handling and sophisticated technology enable safe and efficient heavy load transports.

**MAIN FEATURES**
- Hydraulically steered pendulum axles with a stroke of 600 mm and a steering angle of 60°
- Point loads of 20,000 kg above the axle carriers and 40,000 kg above the central carrier
- Low dead weight of +/- 28,350 kg
- HighwayMAX: Permissible payload up to 77,110 kg / technical payload up to 111,580 kg
- HighwayMAX-2: Permissible payload up to 92,980 kg / technical payload without booster up to 124,750 kg
- Fully galvanised frame for the best corrosion protection available on the market
- Fully complies with the specific dimensional and DOT requirements in North America

The HighwayMAX is a semi-trailer with 9 hydraulically steered pendulum axles. The vehicle can be very easily stretched and retracted between the individual 3-axis groups. Therefore, it can be infinitely adjusted in accordance with different states’ road regulations. When closed, the total "truck and trailer" length doesn’t exceed the statutory standard value of 27.43 m. This means that it can travel without escort throughout most states. Thanks to the king-pin steering, the HighwayMAX follows the truck as if by command. The HighwayMAX-2 has a detachable 3-axle booster that significantly increases the payload capacity.

**MAIN FEATURES**
- Hydraulically steered pendulum axles with a stroke of 300 mm and a steering angle of 45°
- Point loads of 10,000 kg above the axle carriers and 20,000 kg above the central carrier
- Low dead weight of +/- 20,000 kg
- HighwayMAX: Permissible payload up to 37,150 kg / technical payload up to 53,600 kg
- HighwayMAX-2: Permissible payload up to 49,950 kg / technical payload without booster up to 73,000 kg
- Fully galvanised frame for the best corrosion protection available on the market
- Fully complies with the specific dimensional and DOT requirements in North America

VEHICLES FOR NORTH AMERICA
The TeleMAX is a flatbed trailer that is ideal for the transportation of wind vanes or generally very long items. The loading platform of the US version is three- or four-fold telescopic up to a total length of 53,600 mm. An additional pullout at the rear of up to 7,500 mm allows also for a longer overhang.

**Main Features**
- Axle load up to 45,000 kg per axle line
- Hydraulic axle compensation with a stroke of 600 mm
- Pivot-mounted bogie with a steering angle of 60°
- Strengthened loading area outer fields with point loads of up to 80,000 kg
- Can be coupled together with numerous transportation devices and equipment such as goosenecks, drawbars, facilities for long materials, low-loader trailers, flatbed trailers or excavator decks
- Fully galvanised frame for the best corrosion protection available on the market
- Fully complies with the specific dimensional and DOT requirements in North America

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The Faymonville DualMAX is a modular heavy load trailer system for the highest payloads, specially designed for North America. Faymonville has also developed the patented "lift&shift" system, by which the modular system can be widened under load from 4,265 mm to 4,875 mm, 5,485 mm or 6,095 mm. This extremely fast and user-friendly feature allows adaptations to be made in accordance with different states' road regulations.

**Main Features**
- Axle load up to 51,000 kg per axle line
- Pivot-mounted bogie with a steering angle of 60°
- Strengthened loading area outer fields with point loads of up to 80,000 kg
- Can be coupled together with numerous transportation devices and equipment such as goosenecks, drawbars, facilities for long materials, low-loader trailers, flatbed trailers or excavator decks
- Fully galvanised frame for the best corrosion protection available on the market
- Fully complies with the specific dimensional and DOT requirements in North America

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The Faymonville ModulMAX is a series of combinable road-going transport modules (built 2-6 axle lines) and numerous components and accessories (such as low beds, goosenecks and turntables) that can achieve a total payload of up to 5,000 t. This type of vehicle provides seamless interoperability with identical vehicles from other manufacturers (S-ST, G-SL). The variety of combination options as well as the user-friendly operating concept makes the ModulMAX a guarantor of flexibility and economy for complex heavy load transports.

**Main Features**
- Axle load up to 65,000 kg per axle line
- Hydraulic axle compensation with a stroke of 600 mm
- Pivot-mounted bogie with a steering angle of 60°
- Strengthened loading area outer fields with point loads of up to 80,000 kg
- Fully complies with the specific dimensional and DOT requirements in North America
Since being acquired in 2017 by the Faymonville Group, Cometto is the specialist for the development and manufacture of heavy-duty modules and self-propelled modular vehicles for service loads of up to 15,000 tonnes — and beyond. The company also offers special heavy load transporters for industrial applications: Shipyard and steelwork transporters as well as conveyance systems.
MODULAR VEHICLES

MGSL/IMS SERIES

Heaviest loads on modular axle lines

Because of the modular platform with 2 to 6 axles, Cometto’s modular transporter exceeds the highest payloads of 50 to 5,000 t.

With this type of trailer, you can achieve maximum flexibility for the most varied and difficult fields of activity! It is intended for public transport, off-road transport and in-house transport.

MAIN FEATURES

1. The highest bending moment on the market
2. Point loads up to 50 t above the wheel arches
3. Point loads up to 80 t above the crossmembers
4. Axle load of up to 45 t
The Cometto Ecomille is the new self-propelled electronically steered modular vehicle for in-plant transport jobs up to a payload of 1,000 t. The whole concept builds on a future-oriented modular principle and offers an easy plug and play configuration. Cometto provides with the Ecomille the ideal range on this specific market: the compact vehicle is available with 2, 4 and 6 axle lines! They can be combined up to 4 units with interchangeable components as some different power pack technologies and a wide range of accessories.

**MAIN FEATURES**
- Modules with 2, 4 or 6 axle lines
- Payload capacity from 20 up to 1,000 t at 48 t axle load
- Plug and play, easy and fast to configure
- Excellent cost-performance ratio
- Wide range of accessories

Cometto’s MSPE electronic, self-propelled modular vehicles provide a complete transport system for industrial facilities, ro-ro operations and heavy load transports. The MSPE system includes different families with different characteristics, dimensions and bearing loads while maintaining central similarities that allow full interchangeability between different product lines.

**ECO1000**
- Electronic steering
- Modules with 3 to 6 axle lines
- 40 - 70 t axle line bearing load
- Width 2.43 m and 3.00 m
- Power packs of 730 kW up to 264 kW in stage IIA up to V
- COSIMO and TELEMAKHOS software

**MSPE**
- Electronic steering
- Modules with 3 to 6 axle lines
- 40 - 70 t axle line bearing load
- Width 2.43 m and 3.00 m
- Power packs of 730 kW up to 264 kW in stage IIA up to V
- COSIMO and TELEMAKHOS software
Cometto Mechanically steered, Self-Propelled Modular trailers (MSPM) provide the necessary traction when the use of traction engines is not possible, and therefore it is the ideal solution for operating modular trailers for ro-ro, unloading operations and operations on site.

The APMC system is a unique vehicle concept on the market. APMC means: Self-propelled heavy-duty module with Assist mode and conventional steering.

- ASSIST MODE: Traction engine
- SELF-PROPELLED TRAILER MODE
- TRAILER MODE: Conventional trailer on public roads with decoupled drive axles.

**MAIN FEATURES**

- Mechanically steered
- Modules with 4 and 6 axle lines
- 45 t axle line bearing load
- Power packs from 231 kW to 340 kW in stage IIIA to V
- Up to 5 propelled axle lines
- Compatible with MGSL and 1 MS modules

**APMC**

- Modules with 4 and 6 axle lines
- 36 t axle line bearing load
- Up to 3 propelled axle lines
- Power packs from 201 kW to 231 kW in stage IIIA to V
- Compatibility with MGSL module
The SYT shipyard transporter is the ideal vehicle, ergonomically designed for the safe and efficient transportation of ship sections, plates, ship machines and other heavy shipbuilding components. The vehicle offers maximum flexibility thanks to its ability to be coupled with larger or smaller units, and its suitability for concentrated and distributed loads.

<table>
<thead>
<tr>
<th>MAIN FEATURES</th>
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<tbody>
<tr>
<td>Up to 12 axle lines</td>
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<tr>
<td>Suspension bearing load of 32 t to 45 t</td>
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<tr>
<td>Width in standard configuration up to 6 m</td>
</tr>
<tr>
<td>Power pack from 202 kW to 405 kW in stage IIIA to V in standard configuration</td>
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<tr>
<td>Coupling options – side by side or back to back</td>
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<tr>
<td>Electronic steering</td>
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<tr>
<td>Hydrostatic transmission</td>
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<td>Driving cab and/or remote control</td>
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The ETH/ETL lift transporters from Cometto are specialized pallet transporters designed for the safe and efficient handling of distributed loads (such as plates and pipes) or short and concentrated loads (such as casting crucibles and heavy castings). The vehicles are available with high (ETH) or low (ETL) driving cabs. Both versions provide the best visibility for the correct application.

<table>
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<th>MAIN FEATURES</th>
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<tbody>
<tr>
<td>Up to 8 axle lines</td>
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<tr>
<td>Suspension bearing load of up to 32 t</td>
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<tr>
<td>Minimal width of 2.43 m</td>
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<tr>
<td>Mechanical or electronic steering</td>
</tr>
<tr>
<td>Hydrostatic transmission</td>
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<td>Driving cab and/or remote control</td>
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</table>
EVERYDAY SUPPORT

Sophisticated software from our company will help you to plan your transport tasks in concrete terms! Often preparation involves many questions: How does my vehicle have to be built to transport the cargo? How do I place them optimally? Direct answers can be found using our sophisticated and user-friendly simulation software. There, various scenarios can be simulated before implementation. The goal: Theoretically work out what is practically possible!

All these programs are a mix of technology, mathematics, physics and computer science. From the PC, the printed results can be taken to the work area, so that the driver keeps all important information in mind when preparing and loading the vehicle.

MAXPROTECT+

With MAXProtect+ your vehicle remains in use longer without corrosion.

MACHINE BLASTING
- Airless blast cleaning with metallic blasting material.

MANUAL BLASTING
- Manual cleaning and finishing of the surface with mineral abrasives (corundum).

ZINC SPRAYING IN ELECTRIC ARC
- Application of a 50-70μm-thick zinc/aluminum layer. This metallisation provides optimum protection against rust and increases adhesion and resistance.

JOINT SEALING
- Prevents the formation of rust in the gap.

PRIMER
- 2-component zinc epoxy with 85% zinc content

2-COMPONENT TOP COAT
- "Direct-to-metal" final coating.

CAVITY SEALING
- Prevents corrosion in corners and cavities.

OPTIONAL
- Seawater-resistant complete preservation for ship transport.

Weather influences and mechanical stress put every steel structure to the test. In order to protect the surfaces of the vehicle against corrosion in the long term, Faymonville relies on its MAXProtect+ process! A completely aligned and optimised system for surface treatment.

From blasting through metallisation to final coating, all stages at Faymonville are performed, developed and tested in-house. MAXProtect+ guarantees the best surface protection for your vehicle! The result reaches quality benchmarks that necessitate that of the commercial vehicle industry by far.

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WE IMPROVE PERFORMANCE!

COMPREHENSIVE SERVICE & CARE
THANKS TO OUR SPECIALISTS
As part of vehicle delivery, our customers will receive detailed training and all the information they need to operate their new vehicles. From one expert to another.

We demonstrate how to operate the trailer to familiarize you with the new product. The operating manual provided in the customer’s native language can be used as a reference during everyday operation.

For longer stays, we offer drivers accommodation and a meal in our in-house restaurant.
We are always right by your side!

For us, the customer is king! We offer permanent, around-the-clock telephone support. This can be a way to find solutions 'at a distance'. Our qualified employees speak multiple languages and are always up-to-date when it comes to mechanics, electrics, hydraulics or pneumatics.

Our 24-hour service includes mechanics who are always on call with fully equipped emergency vehicles. They are ready to go anywhere you need practical assistance as a customer. They are perfectly equipped to solve the most difficult problems on site.

OUR 24-HOUR SERVICE
We guarantee the supply of spare parts and small accessories for all our vehicles to ensure constant operational safety. As part of our comprehensive customer service, we ensure that requested vehicle components are sent on their way as quickly as possible.

All orders that are received electronically before 2 PM will be packaged and shipped on the same day.

Our employees will offer you expert advice with the best product knowledge it takes to find the perfect solution for your request.
For long-term vehicle use. For improved performance, reliability and ideal value retention.

Traditional repairs: The extreme conditions within heavy load transportation and special transportation demand a lot from the vehicles during everyday operations. Maintenance is part of the vehicle’s life, either due to wear and tear, accidents or fire damage.

Complete general servicing, maintenance and overhauls: Following the principle ‘from old to new’, our highly experienced mechanics work wonders on vehicles. Faulty and worn parts are replaced. Repair and maintenance work is carried out at our operating sites in Bütgenbach (Belgium), Goleniów (Poland) and Russia (Noginsk). Our knowledgeable and qualified contacts guarantee direct support everywhere. Additionally to that Faymonville Trade & Services in Landsberg am Lech (Germany), where both brand-neutral and general servicing, maintenance and overhauls are carried out.

Crane superstructures for the transport of timber: Truck crane superstructures for the transportation of timber are a traditional area of work at Faymonville Service in Bütgenbach (Belgium). The superstructures are bolted onto the frame of a traction engine, while naturally also complying with the manufacturers’ superstructure guidelines.
Your ideal partner for leasing, renting and direct sales!

The Faymonville Group offers a variety of purchase and leasing solutions that can be adapted to suit customers’ individual needs. Compared with providers who solely offer financial services, we have extensive knowledge of the industry and extensive understanding of customer requirements. We act as a recognised leasing agent and offer tailored financing opportunities to companies from different sectors.

Our solutions include not only the acquisition of new trailers but also additional services such as maintenance or used vehicle returns (with overhaul and resale). Apart from carrying Faymonville products, the range of services provided includes financing, leasing or the short-term and long-term hiring of tractor trucks, trailers, tippers, and complete vehicle combinations. In addition to traction engines from well-known brands such as Mercedes, MAN and Iveco, our product range includes semi-trailers from MAX Trailer and Faymonville, trailers from Schmitz Cargobull or tippers from Meiller and Schmitz Cargobull.
STATE-OF-THE-ART INFRASTRUCTURE
OPTIMALLY CONNECTED LOCATIONS

FACTS

5 Production facilities in Luxemburg, Poland, Belgium, Italy and Russia

100% in-house

Worldwide distribution throughout

125 countries

More than

1,000 employees

150,000 m² production area
The close integration of production sites plays a decisive role for us in ensuring an optimal production dynamic. All sites deliver each other, and each has its own focus and competence with its own identity.