

GO TO THE **MAX**

News magazine by the Faymonville Group - N°31 - 02/2020



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THE NEW WAY OF DRIVING! **ECO**



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FAYMONVILLE GROUP

THE EXPERTS FOR THE EXCEPTIONAL

The Faymonville Group is the leading full-range manufacturer of special trailers for heavy haul and specialized transport. The product portfolio includes three brands: Faymonville, Cometto and MAX Trailer.

LUXEMBOURG - LENTZWEILER



POLAND - GOLENIOW



STATE-OF-THE-ART INFRASTRUCTURE. OPTIMALLY CONNECTED LOCATIONS.

The steerable and extendable single and double drop trailers as well as modular and self-propelled vehicles can be used to transport anything exceptionally heavy, long, wide or tall. Whatever the project, the company is ready for all challenges! Faymonville offers a wide range of products designed with simple-to-use robust technology and outstanding quality for the North American transport market.

Value in logistics and operations

The trailers offer great versatility thanks to the winning combination of payload capacity, maneuverability, and quick mobilization. For an extra-long life-cycle, the chassis are fully zinc-plated, which ensures the best corrosion protection available on the market! Faymonville is the only European manufacturer in the North American market that uses electric and pneumatic parts that are completely DOT certified.

This means that off the shelf spare parts are easily available throughout the US and Canada and can also be sourced locally through US partner Hale Heavy Haul; who makes these products directly available in stock and offers efficient customer service, after sales support, and replacement parts for the complete range of products.

This is one of the key strengths of Faymonville. It's more than a sale, it's complete product support for the owners and end users of the vehicles long after the initial purchase.

The peak of high-tech

The customers value the reliability and flexibility along with the ability to provide accurately fitting transport solutions in the face of challenging tasks. Faymonville occupies a pioneering role when it comes to manufacturing technology and production quality in the construction of special vehicles. What makes Faymonville unique in today's world is that the manufacturing process is done 100% in-house: from the first cut into a steel sheet to the finished vehicle. Combined with the effective quality and process controls, Faymonville can boast a near flawless level of manufacturing all the with the aim to produce trailers that far exceed customer's expectations.

The state-of-the-art facilities, which are on a total production surface of nearly 40 acres, form the foundation for qualitatively unique, high-tech products. Since 2013, the Faymonville Group has invested roughly 83 million dollars in expanding the manufacturing infrastructure to maintain and improve their characteristic level of quality.

Check out the product range on
www.faymonville.us
www.cometto.com

BELGIUM - BÜLLINGEN



ITALY- BORG SAN DALMAZZO



Short and to the point:

- ⊕ INDEPENDENT FAMILY-OWNED & -RUN COMPANY
- ⊕ MORE THAN 1100 EMPLOYEES
- ⊕ BRAND PORTFOLIO WITH TRANSPORT SOLUTIONS FOR 33,000 LBS. TO 33,000,000 LBS. ... AND BEYOND.
- ⊕ PRODUCTION CAPACITY OF 3,000 VEHICLE UNITS PER YEAR
- ⊕ 313 MILLION DOLLARS TURNOVER IN 2019
- ⊕ EXPORT ACTIVITIES TO MORE THAN 125 COUNTRIES

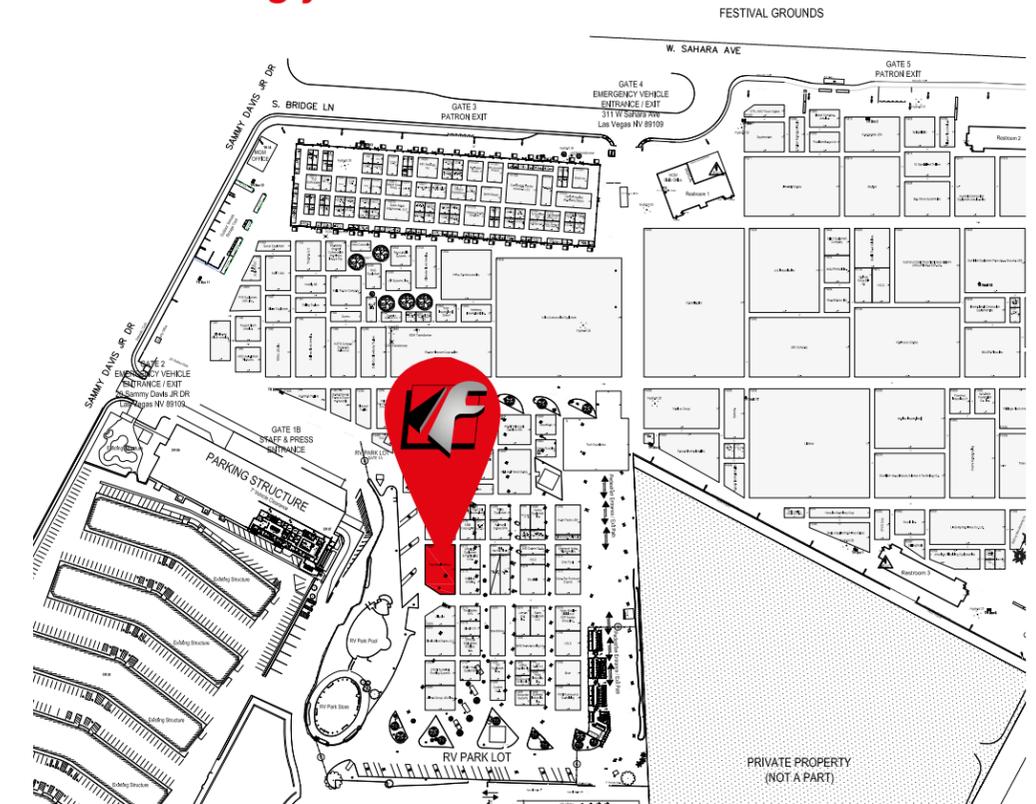
LINED UP FOR THE FUTURE

The Faymonville Group has always been characterized by great ambitions. Through practical development and the use of cutting-edge technology the brand portfolio is stronger than ever before with innovations especially tailored to meet US market needs. To discover for yourself visit us at Conexpo 2020 in Las Vegas - booth F.2872.



As one of the world's largest trade fairs, members from all segments of the specialized transportation industry attend Conexpo expecting to see the latest product innovations. The Faymonville Group welcomes the opportunity to showcase its latest multi-faceted designs and technical solutions to meet every transport challenge in North America - and all from a single source!

**Come and discover the possibilities :
the Faymonville Group is looking forward
to welcoming you at booth F.2872!**



Find more information on www.faymonvillegroup.com/conexpo

HIGHWAYMAX-BOOSTER

The steerable 9-axle (3+3+3) HighwayMAX is the ideal trailer for legal payloads up to 170,000 lbs. and anyone looking to cut down on set-up time prior to loading while reducing empty weight. At Conexpo, Faymonville shows the next generation: the HighwayMAX with an additional 3-axle pin-on nitro-booster to significantly increase the legal payload capacity up to 205,000 lbs.! When transported empty, the booster can simply be uncoupled and loaded onto the main vehicle making its mobilization faster than any other vehicle in this payload class.



MULTIMAX-US

The steerable 6-axle (3+3) single-drop trailer called MultiMAX is a real allrounder that covers a diverse range of heavy haul projects including industrial components, wind energy elements, crane components, and oversize containers. At a length of 53' and a width of 100" when closed, it can be mobilized extremely fast and without any escorts or permits. From its closed length, the trailer stretches to over 90' including the gooseneck and the spread between the axle groups can be set at 14'1" or 16'1". The platform over the steerable axle groups is also covered full width to maximize available loading area.



MEGAMAX-US

The ultra-low deck height 3-axle double drop with 4th steerable pin-on flip axle helps to increase the legal payload and to ensure even more versatility going from state to state. Using state-of-the-art king pin steering on all axles, this trailer is user-friendly while offering new transport possibilities with deck heights as low as 10". At an axle load of 20,000 lbs., it allows a total legal payload capacity up to 95,000 lbs. When the 4th axle is not needed, it is easy to detach or flip for empty transport to shorten the combination.



DUALMAX

The DualMAX modular dual-lane trailer excels with its capability to be widened under load in various stages from 14' (4.27m) to 20' (6.1 m). This unique and patented principle is called "lift & shift" and is used when the trailer width is required to be adjusted for infrastructural or legal regulations between states. Unlike with other brands, the steering system of the DualMAX does not need to be modified during the widening process and the trailer can remain static, thereby reducing the required space needed to re-configure keeping the overall operation simple and safe with minimal downtime.



Eco1000

Cometto, the specialist for self-propelled trailers, launches the Eco1000, a new product range with an integrated Power Pack Unit for in-plant transport jobs and payload capacity of up to 1000t. The whole concept builds on a future-oriented modular principle.

“With the Eco1000, Cometto provides the widest product offering in this specific market”, states Alessandro Giordano, Product Manager at Cometto. Only one of many points that makes this new model unique. “Additionally, the “Connect & Drive” principle allows quick and easy connections of several vehicles providing a total payload capacity of up to 1,000t.”

Green aspects also have an influence: “We are the first to implement the hybrid technology in this specific transport sector. The control devices are highly functional and efficient with the ability to support a wide range of accessories and vehicle combinations. The 4.3” display of the newly designed remote control shows all trailer

and transport information while the 12.1” color touch-screen display within the Power Pack Unit provides the operator vital information with regards to lifting, steering and driving modes.”

The compact vehicle Eco1000 is available as a 2-axle type with 2 driven suspensions, as a 4-axle type with 2 or 4 driven suspensions, as a 4-axle type with 2 or 4 driven suspensions and long frame option, and as a 6-axle type with 4 driven suspensions! “Up to four units can be combined together with interchangeable components, different Power Pack technologies, and a wide selection of accessories”, explains Alessandro Giordano.

DISCOVER THE NEW WAY OF DRIVING AT CONEXPO!



The compact vehicle is available in 4 variations:

Eco2



Eco4



Eco4L



Eco6



Find all the self-propelled possibilities on www.cometto.com

Connect & drive

The Cometto Eco1000 series offers interchangeability between models within the Eco1000 family providing for multiple vehicle combinations and steering programs. In side by side mode it is possible to combine two vehicles with the same length and engine. End-to-end combinations allow for the connection of vehicles of different lengths. Each vehicle is equipped with quick coupling connections to link two vehicles together with electrical cables available as an accessory.

Freedom of choice with three different Power Pack technologies

The widest range of Power Pack Units assures maximum flexibility. "All Power Pack Units have been designed and tested under the harshest conditions to meet the most advanced emission standard requirements of the market; whether it may be a traditional propulsion for continuous performance, or hybrid or electric technology", declares the Product Manager. Each Power Pack Unit represents the cutting edge of technology and offers the highest performance and efficiency.

Unique! Stay flexible with the hybrid Power Pack Unit

Thanks to hybrid technology the performance of a traditional engine can be combined with the cleanliness of an electric motor and drive over distance with zero-emission. The lithium battery can be charged while driving by recuperation as well as at its dedicated charging station. This Power Pack Unit is specifically designed for outdoor - indoor use where only full electric operation may be required for a specific work cycle.

Achieve full freedom of maneuvering

"The electronic steering guarantees maximum maneuverability and precision through a +135 / -135 ° steering angle", underlines Alessandro Giordano. "Equally important to note is a stroke of 700 mm". When combined with its unique remote control, high performance steering and perfect synchronization are ensured even if different Eco1000 families are mixed in the same convoy. With the hydrostatic drive system, the Eco1000 modules can be moved precisely and progressively in all directions. The system is equipped with power regulators allowing it to exploit the maximum available torque. Cometto relies on a fully coordinated and meticulously optimized surface treatment system for the best corrosion protection on the market.



LET'S PIN ON!

With the steerable fourth pin-on flip axle for the MegaMAX double drop, Faymonville is the first manufacturer to implement this new technology to the North American market making it an original innovation that is widely used and appreciated by the customers.

Anker Trucking, Inc from Lynwood, Illinois purchased this new trailer type in 2018. One of their successful projects the past months was the move of a tank at a BP refinery in Whiting, Indiana. The load had a weight of 100,000 lbs. with a length of 49'-7" and a height of 13'-10". A perfect project for their double drop in its 4-axle close coupled configuration.

The pin-on axle helps to increase the legal payload and to ensure even more versatility going from state to state. At an axle load of 20,000 lbs., it allows a total capacity up to 95,000 lbs. At the max. technical axle rating of 22,700 lbs. in the 4-axle configuration, the trailer can handle up to 105,800 lbs. Impressive payloads – but that's not all! The MegaMAX also excels thanks to its user-friendly and safe handling.

Getting access into tight areas

Barbara A. Bremer from Anker Trucking explains: "We love the turning capabilities of the Faymonville trailer for getting into tight places." The technology that makes this possible is the unique king-pin steering. This system offers unmatched maneuverability and allows the access to extremely challenging areas such as construction sites, power plants or inner cities.

Low profile for highest loads

With 13.8" drive height, the stretch is the lowest of its kind on the market and helps to clear even the lowest bridges. "We appreciate that we can put really tall cargo on the trailer with its low profile", says Barbara A. Bremer and adds another useful feature. "Being able to stretch the trailer or add the components is a big plus in our business."

It makes it very convenient that everything is there when length is needed." Indeed, the extendable stretch deck is extremely versatile and can be lengthened even further using additional bolt-in inserts. This way, the trailer can be used for countless types of heavy and oversize cargo including industrial components, tanks, railcars, machinery or oversize containers.



THE KING OF THE HIGHWAY

Getting more payload power and more versatility in a simple way – this is the aim behind the product range HighwayMAX-Booster. The next generation in highway trailers allows new transport possibilities for the hauling industry.



The principle behind it is as simple as ingenious. A 3-axle chassis and self-tracking pivot design is coupled to the back of the trailer when heavy load needs to be moved. By using the booster, the number of axles is increased over which the weight is distributed, thanks to well thought-out pressure transfer. This process creates an overall increase in payload capacity. A 9+3 axle trailer/booster combination adds up to a legal payload of around 205,000 lbs at 20,000 lbs per axle.

Strong and versatile

In order to take on extremely compact payloads when extended and with the booster coupled, the chassis has been made even stronger. Further developments for a pioneering vehicle concept. "As the first ever manufacturer in North America, we introduced a telescopic trailer with nine hydraulic pendle-axles in 2015", recalls Rainer Noe, the product manager. "It is the original, and with the booster-version, we have now gone on to develop it even further." An automatic levelling system is part of the booster control system providing constant axle loads.

Saving time and money

A special focus has been put on easy and user-friendly handling, Rainer Noe explains a particular feature: "When it is transported empty, the booster can just be uncoupled and loaded onto the main vehicle. The mobilization is faster than with any other vehicle in this payload class. You save time and money". Closed and with the booster decked, the truck and trailer length remains below 90' allowing to travel without escort in the most states.

When reversing, the booster can simply be lifted up hydraulically. Consequently, the main vehicle was designed for the temporary bearing of the total payload by targeted engineering. This is also particularly advantageous for the driver when manoeuvring through winding segments or twisty access roads.

Designed for outstanding performance

The classic basic version of the HighwayMAX is equipped with nine hydraulic pendle-axles. The vehicle can be stretched between the individual 3-axle groups. This initial version, which is not compatible with the booster, can achieve a legal payload of up to 170,000 lbs. When used off public roads, both versions can even achieve significantly higher payloads.

Thanks to their forced king-pin steering, all HighwayMAX models follows the truck on command. The pendle-axles with a stroke of 23.6" each help to compensate for rough and uneven terrain. They also make it possible to self-load, which can reduce cost for lifting equipment significantly.

FROM THE PORT TO THE WIND FARM

Green technology has become an increasingly social topic. Wind energy occupies a key position within this debate. New challenges are coming up and this includes new transport tasks for heavy haul companies.



Blue goes green! A short pun describing how Roll-Lift USA, Inc. from Dayton, Texas takes on the job of moving a new delivery of wind turbine blades. A mission made for their four 3-axle TeleMAX trailers with trucks in typical blue. With their four extensions, these trailers reach a total open length of 200', composed of 176' deck length and a 24' non-load bearing pull-out to allow for a longer overhang.



“The Rolls-Royce under the extendables”

At the port of Houston, Roll-Lift USA, Inc. unloaded a number of wind turbine blades. They were lifted in tandem by a Manitowoc on pedestal and one of the vessel's cranes. “We are hauling these blades with our Faymonville trailers, this must be the Rolls-Royce of extendables”, reveals Denis Brouwer, President of Roll-Lift USA, Inc., referring to the stretch flat deck trailers from Faymonville.

“I witnessed the operator extending it and it runs like clockwork. The hydraulic legs as well as the simple locking mechanism makes it so much easier to operate.” That are useful tools to support the stretching process of the platform. The TeleMAX convinces when length matters and the smooth operation definitely make it the ideal transport solution for Roll-Lift USA, Inc. when transporting components for the wind industry.

Maneuver around tight turns

Faymonville has a long history and experience with this type of trailer that has been adapted to the North American DOT standards with regards to the air and electrical systems. Its lightweight construction increases the payload capacity, the low loading deck height helps to avoid height clearance issues such as bridges.

In order to reach the highest possible steering angle of 55°, the TeleMAX trailers are equipped with a double race turntable steering system. Finally, the override remote control steering allows it to maneuver around tight turns, whether in mountainous or densely populated areas.

HALE HAS IT!

Operating out of 13 locations predominantly along the US East Coast from Maine to Florida, Hale Trailer Brake & Wheel is the largest independent trailer dealership in North America.

The subsidiary, Hale Heavy Haul, is the official US partner of Faymonville and Cometto, adding these brands to their already impressive trailer inventory. Within this structure, trailers from Faymonville and Cometto serve Hale customers' specialized heavy haul needs.



- 1 Allentown, Pennsylvania
Toll Free: 800-383-8894
- 2 Baltimore, Maryland
Toll Free: 888-601-7500
- 3 Concord, North Carolina
Toll Free: 800-438-2250
- 4 Delmar, Delaware
Toll Free: 866-486-1400
- 5 Elkton, Maryland
Toll Free: 800-544-7127
- 6 Jacksonville, Florida
Toll Free: 800-828-3055
- 7 Little Rock, Arkansas
Toll Free: 833-424-8944
- 8 Portland, Maine
Toll Free: 800-325-4253
- 9 Scranton, Pennsylvania
Toll Free: 800-569-1400
- 10 Springfield, Massachusetts
Toll Free: 800-854-5306
- 11 Voorhees, New Jersey
Toll Free: 800-232-6535
- 12 Walpole, Massachusetts
Toll Free: 800-854-5310
- 13 West Berlin, New Jersey
Toll Free: 800-232-6535

Speaking about the philosophy behind the continued evolution of Hale Trailer, President, Barry Hale Jr. said, "We do business the right way. More than 40 years of experience and dedication to the industry has truly separated us from the competition."

Over the years, Hale has become true professionals in the heavy haul field. Their "four-legged stool" philosophy of sales, service, parts and rentals, which has always played a huge role at Hale Trailer, is also being applied successfully to the heavy haul sector. Additionally, Hale is proud to be able to offer assistance in securing financing for your purchase providing access to a variety of transportation lenders.

Goes anywhere, hauls anything!

From their specialized technical knowledge to a close customer follow-up, Hale Trailer is unparalleled when it comes to providing a complete trailer lifecycle resource for their customers. The company is constantly growing and expanding to meet the ever increasing customer inventory demand. Another new venture for Hale is specialized tank service and repair. Working out of Allentown, Pennsylvania, Hale Tank Services is under construction and highlights the company's grand ambitions.

Since 2014, Hale Trailer has been part of the Faymonville family. "We felt an instant connection, both in terms of products and philosophy," remembers Hale salesman Marc Staley. "Faymonville shares the same values and goals with Hale Heavy Haul. The aim was to bring both brands collective knowledge and skill sets together to assure the best service package for our customers."

Easy-to-use high-tech

The manufacturer brought new technologies to the North American transport market and Hale has the power to implement them. "There is a need for innovative trailer designs that comply with the strict gross weight and axle weight laws here in the States," said Marc Staley. "These are absolutely high-tech solutions, easy to use and with the lowest mobilization costs."



A Subsidiary of Hale Trailer Brake & Wheel, Inc.

Hale Trailer Brake & Wheel Inc.

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PASSING ALL BRIDGES

In terms of bridge maintenance, the infrastructure often suffers. Stricter regulations enforced by the authorities regulate driving over bridges to protect the structures. This means reduced permissible axle loads for these road sections. A development to which the DualMAX holds the solution.



US customer J&B Heavy Haul from Oklahoma City is specialized in moves ranging from single shipments of project cargo to entire plant moves. Their roots extend back to the stalwart Oklahoma trucking company Hodges Trucking and Hodges Heavy Haul. The founder, Jack Hodges, was a heavy haul and rigging pioneer who started the company in 2011. Since that time, J&B has acquired a wide range of equipment, amongst them 12 lines of DualMAX by Faymonville.

Satisfy the weight restrictions

These modular vehicles were the perfect choice to haul a 260,000 lbs. vessel in East Texas. "We selected our DualMAX to help satisfy the weight restrictions on several bridges we had to cross", says Jimmy Jernigan, Director, about the key challenges. And how they could be met thanks to their modular transport solution. "The tight turning ability of this trailer made it easy for us to transport this vessel along smaller two-lane roads with sharp turns and to distribute the overall weight in accordance with the state's request." The DualMAX remained legally compliant and cost-effective on the road.

Pendle-axles for perfect handling

The modular dual-lane trailer system can be widened in different stages from 13'-11" to 20 ft, even under load. Faymonville named this unique and patented principle "lift & shift". The steering system does not need to be modified during this process. This helps to save time and money! The DualMAX is equipped with hydraulic pendle-axles that offer a steering angle up to 55° to each side, a total stroke of 29.5" and a maximum load per axle line of 52,900 lbs. at 50 mph. For empty/return transport on a conventional trailer, the chassis frame of the axle bogies can conveniently be folded up, reducing the width to under 10'. Both a gooseneck and drawbar system are available to pull the DualMAX.

THE BEST SURFACE PROTECTION

Weather influences and mechanical stress put every steel structure to the test. For the long-term protection of your trailer surfaces, Faymonville relies on its MAXProtect+ process! A fully-coordinated surface treatment system that permits the vehicle to remain in use longer corrosion-free.



From steel blasting to over spray galvanizing and up to the final coating - at Faymonville, all stages are performed, developed and tested in-house! The airless blast cleaning with metallic material is followed by manual blasting. This entails the manual cleaning and finishing of the surface with mineral blasting agents (corundum). Thereafter comes the heart of the whole principle: the zinc spraying by electric arc, called metallization, which is a form of galvanization. It is the key process for a highly resistant trailer chassis!

A new dimension of surface treatment

During this stage, prior to painting, a roughly 50 - 70µm thick zinc/aluminum layer is sprayed on at extremely high temperature. The spray galvanization maximizes the corrosion protection, ideally protects against edge rust and increases adhesion and resistance of the surface coating. The subsequent joint sealing prevents rust from developing in the gaps.

Thereafter, the primer - a 2-component zinc epoxy with an 85% zinc content - is applied onto the trailer chassis. A 2-component top coat available in numerous colors is applied as a final coating. Lastly, in order to prevent corrosion in corners and cavities, the hollow spaces are then sealed.

Trailers are longer in use

The MAXProtect+ is a detailed chassis protection system for professionals! The result reaches a quality benchmark that exceeds that of the commercial vehicle industry by far. Faymonville set new standards and this in a sustainable way. Resources are used responsibly and the energy circle has been optimized. In total, a new level of efficiency has been reached to increase the quality.

Steel parts are hanging vertically during the complete surface treatment process.



MODULAR THROUGH MARYVILLE

The planning of specialized transportation is often a time-consuming job. Definitive routes have to be selected after a detailed analysis of various options and possibilities. Last-minute changes due to acts of nature beyond the transporter's control can make it necessary for months of planning to be re-evaluated and modified.

Berghorst and Son, Inc. from Hull, Iowa have experienced exactly this when the heavy haul specialists had to move two transformers to a wind farm substation near Maryville, Missouri. "The plan was to move them from a rail siding near Rockport, Missouri, but then unprecedented floods hit. The rail siding was damaged as well as the roads around it", explains David Vant Hul, Vice-President of Berghorst and Son.

New requirements, new solution

They had to come up with a plan B for this scenario with gross weight of approx. 450,000 lbs. and Vant Hul and his team found a solution. "Our specialist searched for another rail siding which they were able to locate and secure in Villisca." But this important change had another impact. "With this new rail siding being in Iowa, we were forced, per Iowa law, to not exceed 20,000 lbs. per axle line. Additionally, the route was too narrow in some places to use any of our dual lane trailers."

Ultimately both issues could be resolved thanks to their modular axle lines from Faymonville. David Vant Hul: "We loaded and hauled each of these two transformer units on 19 lines of single file trailers with gooseneck." The gooseneck allows for additional pulling force when extra traction is needed off-road.

Another successful project that could be handled by Berghorst and Son with their modular vehicle. "We are very pleased with our Faymonville equipment. The quality and versatility have been an asset to our business."

Perfect handling in difficult situations

The modular axle lines from Faymonville are real power machines. They allow axle loads of up to 99,200 lbs. per line and point loads of up to 110,230 lbs. Flexibility is a key advantage and the hydraulic axle compensation with a stroke of up to 25.6" is an additional key feature. The remote steering is a great asset for getting the trailer on the right spot. Advanced technology in perfection!



THE ALLROUNDER FOR NORTH AMERICA

A 3+3 single-drop trailer is the latest developed member of the North American trailer range from Faymonville. The vehicle type called MultiMAX is a real allrounder for the most different heavy haul projects as for example industrial components, wind energy elements, crane components or oversize containers.

The trailer has a double stretch, allowing flexible spacings between the axle tridem and a total deck length up to 77'.

King-pin steering to enter tight jobsites

"The hydraulic lifting and lowering of the neck allows optimal ground clearance even on uneven ground or when passing railway crossings and other obstacles", explains Rainer Noe, Product Manager at Faymonville, strong technical features to simplify the daily transport work. "While the 3-axle front bogie with caster steered axles follows the truck, the rear bogie counter-steers using state-of-the-art king-pin steering including remote control override. This combination ensures an ideal turning radius and helps to manage and enter tight corners and jobsites."

Ramps to move machinery

As it remains within a length of 53' and a width of 100" when closed, it can be mobilized extremely fast and without any escorts or permits. From its closed length, the trailer stretches to over 90' incl. the gooseneck, thanks to a double stretch beam between gooseneck and front bogie and a single extension between the two tridems. For additional load support over the extended stretch beams, the trailer comes with several extra bunk sections.

The platform over the axle bogies is closed and covered with timber. "The trailer can be widened up to 10' in these areas, using galvanized pull-out outriggers. And the removable ramps allow for an easy loading process of machinery", says Rainer Noe in conclusion about this allrounder.



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