


Special edition for North America



GO TO THE **MAX**

News magazine by the Faymonville Group - N°3 - 03/2023

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The Faymonville Group

is the expert for

game-changing trailer technology

Our technology takes you to a new level



Heavy haulage jobs are a huge challenge for man and machine. It's all about professionalism in detailed planning and execution, from the first preparatory step at the office to the final meter on the road. The technology solutions from the Faymonville Group opens up new project opportunities for North America's heavy transport industry. We are committed to constantly drive progress in the service of our customers.

Thereby our knowhow is based on decades of experience and thousands of vehicles in use. Let's mention some features particularly interesting for North America. The ingenious king-ping steering system with override remote control enables an unrivaled maneuverability even in extremely tight areas. And our counter-steered axle system leads to safe and efficient maneuvering for even the longest trailer combinations.

Another decisive aspect is our pendle-axle technology to equal all kinds of bumps and potholes. We produce these high-tech assemblies a hundred percent in-house. It sets new standards for suspension and handling in the most difficult operating environments. The combination of long-established US features and our new technology input results in trailer series with booster and/or dolly including built-in pendle-axles. Air and hydraulic suspension work together in order to equalize axle loads. To ensure the longtime use of our vehicles, we offer full metallization as standard for our US trailer range. Even in the most difficult environmental conditions, the metallization process guarantees the best corrosion protection on the market.

Currently, the Faymonville Group is taking the North American heavy haul business again to another new level. With the new HighwayMAX All-In-One, we bring our modular vehicle philosophy on the road! The modular design scores for a maximum of flexibility in use. The operator configures the combination according his specific mission to be done. Smart interfaces on the both front and rear bogie enable the fast exchange of components.

Another product innovation is the BladeMAX1000 engineered by Cometto, member of the Faymonville Group. This powerful blade lifter is used in general on the "last mile" to the wind farm. With its 1000 mT load capacity, it is by far the strongest blade lifter available on the market! Meanwhile, another top score is held by Cometto in the self-propelled business. The MSPE EVO3 series offers 77 US tons capacity per axle line which is the highest value available. As you can see, we do it ... to the MAX!

Thanks to all these innovative and future-oriented approaches as well as our state-of-the-art production facilities, we manufacture high-tech vehicles that support our North American customers to raise their transport business to a new level of efficiency and safety.

Guy Fickers
Technical Director

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Our world is ... to the MAX!

In a business that is always close to the limits, the Faymonville Group flourishes and can develop all its strengths. We are the experts for the exceptional and the leading full-range manufacturer of special trailers. Our aim is to push your heavy haul and specialized transport jobs ... to the MAX!

Our three brands MAX Trailer, Faymonville and Cometto improve your daily work thanks to the simple-to-use and robust technology and the outstanding quality of the vehicles. "Our customers value the reliability and flexibility along with the ability to provide accurately fitting transport solutions in the face of challenging tasks", explains Paul Hönen, Sales Manager for North America, the winning recipe.

Family business since six generations

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, with our vehicles you are ready for all challenges! "Our know-how is build up on six generations. It all began as a small forge and developed into an international network of five production sites with a production surface of 42 acres and a turnover in 2022 about 425 million dollars", says Lisa Faymonville about the evolution among their ancestors. "Within this high-tech environment, we build nowadays special trailers which set new standards and reach the peak of excellence."

What makes Faymonville Group unique in the trailer world is that 100% of the manufacturing process is done 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, with the goal to produce trailers that far exceed customer expectations.

A pioneering role

The trailers offer great versatility thanks to the winning combination of payload capacity, maneuverability, and quick mobilization. The used electric and pneumatic parts are completely DOT certified. This means that off the shelf spare parts are easily available throughout the US and Canada. Paul Hönen: "This demonstrates one of our key strengths: we have an ear close to the ground and an eye for details."

And the future to expand the leading position has already started. Since 2017, the Faymonville Group has invested roughly 100 million dollars in expanding the manufacturing infrastructure to maintain and improve their characteristic level of quality.



A playground for trailer specialists

Maximum possibilities at Hale Trailer Brake & Wheel, Inc.

A huge selection, direct availability and competent advice characterize the functioning at Hale Trailer Brake & Wheel, Inc. It is the official US distributor of Faymonville and Cometto, offering an impressive trailer inventory of these brands on their yards.

Operating out of 14 locations, Hale Trailer Brake & Wheel is the largest independent trailer dealership in North America. Within this powerful structure, trailers from Faymonville and Cometto serve Hale customers' specialized heavy haul needs. The Faymonville Group brings new technologies to the North American transport market, with the HighwayMAX All-In-One as the latest milestone. Hale has the power to implement them, Matthew Schattgen explains: "There is a need and a demand for such types of high-tech solutions. At Faymonville and Cometto, this technology goes along with an easy handling, lowest mobilization costs and the fulfillment of the strict gross weight and axle weight laws here in the States."

Well established in the US trailer market

Paul Hönen is one of the "people from the very beginning" who helped establish the business of the Faymonville Group in North America approximately ten years ago. "In the meantime, our brands have secured a firm place for themselves. Customers are aware of us and know what sets us apart." Since 2014, Hale Trailer Brake & Wheel, Inc. is the loyal and reliable partner that relies on its "four-legged stool" philosophy of sales, service, parts and rentals.

"We are proud to be an absolute one-stop solution for all heavy haul trucking needs. Within our extensive inventory of heavy haul trailers, the vehicles from the Faymonville Group play a key role", explains Matthew Schattgen, Director of Technical Sales at Hale Trailer Brake & Wheel, Inc. "Our trailer experts are able to provide premium service, answer any questions, and help the customer to define the perfect heavy haul equipment for its project."

Growing and expanding

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. This unites them with the principles of the Faymonville Group, explains Matthew Schattgen. "The values and goals of Hale Trailer are the same. The aim is to bring both brands' collective knowledge and skill sets together to assure the best service package for our customers."



 **Hale Trailer Brake & Wheel, Inc**

Matthew Schattgen
Cell: (515) 229-0934
mschattgen@haletrailer.com
www.haletrailer.com

Reaching new levels with the Faymonville Group

Visit us at Conexpo in Las Vegas



There are certain things that you can absolutely rely on. This is the case with the Faymonville Group and its first-rate ambitions at Conexpo 2023. Innovative trailer technology will be showcased to allow the North American transport market reaching a new level.

As one of the world's largest trade fairs, members from all segments of the specialized transportation industry attend Conexpo in Las Vegas expecting to see the latest product innovations. Such an environment is the ideal platform for the Faymonville Group to present its unique strengths in outstanding product quality and market-oriented innovation.

The modular world premiere

With the new HighwayMAX All-In-One as a world premiere, the Faymonville Group brings the modular trailer philosophy for on-road projects to the US. It is a completely unique concept where operators can configure different trailers from one single modular kit. The concept allows use as a 3+6 double drop combination, as an extendable single drop trailer with nine axles or – with additional nitro booster – as a 12-axle vehicle. A configuration as a tower adapter vehicle is also possible. And the entire range such as excavator decks, transformer decks, perimeter decks etc. can be integrated in the double drop version. A clever and future-oriented concept that is looking for its equal in North America.

The agile all-rounder

When operators want to increase their maneuverability with smaller payloads, there is no way around the steerable 6-axle (3+3) single-drop trailer called MultiMAX. An all-round solution for the most different heavy haul projects including industrial components, wind energy elements, crane components and oversize containers. At a length of 53 feet 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 feet including the gooseneck and the spread between the axle groups can be set at 14'1" or 16'1". This provides the necessary flexibility in use.

The master for high loads

When loads become high, trailers must get low and the double drop MegaMAX comes into play. Users can reach a higher level of versatility while using a 3-axle version with additional 4th steerable pin-on flip axle. This feature allows to increase the legal payload and to ensure even more versatility going from state to state. The pin-on axle can be coupled to the 3-axle chassis either directly or with a nitro spreader. If not used, it can either be "flipped" or removed.

The specialist for in-plant jobs

The competence center for self-propelled vehicles within the Faymonville Group is Cometto, which is bringing two self-propelled vehicles to Las Vegas. The 6-axle Eco1000 is distinguished by the fact

that its Power Pack Unit is integrated under the loading platform. As unique manufacturer on the market, Cometto offers three different Power Pack technologies - traditional propulsion technology for continuous performance, hybrid or the electric solution. This underlines the high innovation potential at Cometto and gives more possibilities to the customers. And guess what? With the Eco1500, there is another type available to reach a new level with the highest available payload capacity on the market – 3,306,900 lbs!

The SPMT power machines

In addition, the Cometto range at Conexpo 2023 is completed by an electronically steered MSPE self-propelled 6-axle version. Cometto offers MSPE series with capacities of 105,800 lbs and 154,300 lbs per axle line for the EVO3 series – by far the highest value on the market! Thanks to these possibilities, there are no limits for offroad heavy duty jobs and a new level can be approached by the users.



Aim high

The MegaMAX procures more opportunities



No more headaches with high loads! The MegaMAX range from Faymonville makes sure of that. The extreme low deck height and the height adjustment are much appreciated to move loads that have one thing in common: a challenging height.

At State Tractor Trucking from Kansas City, they are specialized in oversized, heavy hauls, freight brokerage, rail-bound, and specialty cargo hauling across the U.S. and Canada. The experts rely on a 20-plus years of experience and an extensive inventory of equipment. The Faymonville range plays a key role for Vice-President Travis L. Dale. "Faymonville trailers perform well and give us opportunities we would have missed otherwise, and overall impressed me and my clientele."

"Key to our success"

A couple of double drop trailers type MegaMAX is one of the most frequently used vehicles in everyday working life. With or without its fourth steerable axle, the vehicle brings exactly the advantages that Travis L. Dale relies on. "MegaMAX's configurations and maneuverability have been key to our success." The technology that makes this possible is the unique king-pin steering. This system offers unmatched maneuverability and turning capabilities to get access to extremely demanding areas such as construction sites, power plants or inner cities.

Stretch deck and beams

With deck heights as low as 10 inch, containers, vessels, silos, machinery or any industrial freight with challenging heights can be transported with ease. And the operator loses no time in adjusting his vehicle because the MegaMAX excels thanks to its user-friendly and safe handling.

Besides its trailers, State Tractor Trucking puts together a kit with additional elongation beams for maximum possibilities in length. Being able to stretch the trailer or add these kind of components is a big plus in the heavy and oversize cargo business. It makes it very convenient that everything is there when length is needed.

More power to add

With the steerable fourth pin-on flip axle, Faymonville was the first manufacturer to implement this new technology to the North American market. With four axles, the double drop gets a total legal payload capacity of up to 95,000 lbs at an axle load of 20,000 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. The pin-on axle can be coupled to the 3-axle chassis either directly or with a nitro-spreader. If not used, it can either be "flipped" or removed.



Find out more about the MegaMAX double drop

This is what an all-rounder looks like

The MultiMAX in action for STS



In times of economic challenges, the crucial question behind investments in new equipment is usually the same: which tool do I choose to work flexible, profitable and sustainable?

With the 3+3 single-drop trailer called MultiMAX, heavy haul companies are able to attack different fields of application. Such a versatility quickly leads to concrete and profitable consequences. "The MultiMAX has proven to be an excellent and dependable trailer since we bought it", says Darrell Hendrix from Specialized Transport Service Inc. about the positive effects.

Their business with locations in San Antonio and Dallas, Texas looks back on 45 years of experience. The achievement of their Faymonville MultiMAX trailer enables a quantum leap for the team from STS. "The maneuverability of the 3+3 single-drop trailer has allowed us to be awarded many jobs and we are extremely happy with it." Darrell Hendrix experiences the countless possibilities day after day: oversized boxes and containers, crane elements, tanks and industrial parts are moved by the hauling experts on their blackpainted 3+3 vehicle by Faymonville.



Scan here to find
out everything
about the MultiMAX

As long as needed

The MultiMAX trailer has a double stretch, allowing flexible spacings between the axle tridems and a total deck length up to 77 feet. "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, the 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."

Quickly in action

As it remains within a length of 53 feet and a width of 100" when closed, the trailer can be mobilized extremely fast and without any escorts or permits. From its closed length, the trailer stretches to over 90 feet 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 feet in these areas, using galvanized pullout outriggers. And the removable ramps allow for an easy loading process of machinery", says Rainer Noe in conclusion about this allrounder.

Non-stop in use

The HighwayMAX can be relied on

“Florida’s First Call” – this catchy slogan is emblazoned on the trucks of company De Berardinis Heavy Haul. When special transport jobs are demanded via these incoming calls, the response is often to send out their HighwayMAX trailer.



Check out the video of the HighwayMAX

Located in Orlando, Florida, the company was incorporated in 2007 and was able to find its place on the transport market thanks to hard work, determination and the commitment to providing superior service to every customer. The right transport tool to reach this level is their 9-axle HighwayMAX. “Our experience with Faymonville has certainly exceeded our expectations. We have received top notch service and support every step of the way from day one and look forward to building an even stronger relationship in the coming years”, declares a totally satisfied Timmy Donohoe, Heavy Transport Manager at De Berardinis heavy haul, about this highway trailer type by Faymonville.

Tracks, vessels, dredges and much more

The HighwayMAX scores with an optimized empty weight which allows to increase the payload capacity up to more than 174,000 lbs at 20,000 lbs per axle. De Berardinis Heavy Haul uses these possibilities to master the most diverse transport jobs. A brief shortcut of previews missions includes a 138 feet long Sandvik blasthole rig mast over 1,100 miles, a 170,000 lbs dredge and a vessel with the same weight or even a 130,000 lbs crane track from the port of Jacksonville to the site of Cape Canaveral.

The extendable functioning within minutes is also an important fact in their daily work. Pendular axles with a 23.6 inch stroke and a 60° steering angle offers best conditions for an all-terrain use. Timmy Donohoe confirms and explains: “The maneuverability makes it easy to accomplish over-dimensional moves that otherwise could not be done in tight areas.”

Easy-to-use high-tech

The HighwayMAX includes further high-tech features such as a compensating gooseneck with 5th wheel-load adjustment, an hydraulic axle compensation for increased side stability and a king-pin steering with counter-steered axles. But operators can be sure that all the concept relies on a user-friendly functioning. De Berardinis Heavy Haul and its Transport Manager Timmy Donohoe live all this successfully in their daily work. “The ease of operation has given us the ability to focus on training which breeds a safe work atmosphere on all of our job locations.”



Boost your business

User-friendly working with the HighwayMAX Booster



Accurate and targeted product evolutions lead to concepts, which US companies need to advance their heavy haul business. The 12-axle HighwayMAX Booster single drop highway trailer is such a product that became a key player within the fleet of customer 5J Transportation Group.

Thanks to the 3-axle pin-on nitro-booster coupled to the back of the combination, the legal payload of this unique transport system is pushed towards 205,000 lbs at 20,000 lbs per axle. By using the booster, the number of axles is increased over which the weight is distributed, thanks to well thought-out pressure transfer. This tool is in action for 5J Transportation Group when a 10 feet wide, 15 feet-6 inch high and 125 feet-2 inch long freight must be transported through Texas from Midland to Mentone.

“Faymonville was the only option”

“The transported item was to use for a new gas processing plant being built”, says Jamie Nettles, Vice-President of Operations. The job with a gross weight of 225,000 lbs makes it necessary to rely on vehicle technology like that of the HighwayMAX Booster. Jamie Nettles is happy to have a reliable and versatile solution. “The site needed to find a way to have a steerable trailer deliver into a tight area. The Faymonville was the only option for delivering this piece to a very tight foundation.”

Automatic levelling system

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. An automatic levelling system is part of the booster control system providing constant axle loads.

“As for the Faymonville products in general, a special focus has been put on the easy and user-friendly handling”, Product Manager Rainer Noe explains an important fact. And when the project is successfully finished such as this job for 5J Transportation Group, 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.”

Lift up the booster!

In the closed state and with the booster decked, the truck-and-trailer length remains below 90 feet allowing to travel without escort in the most states. Rainer Noe highlights another practical point: “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 maneuvering through winding segments or twisty access roads.”

„As for the Faymonville products in general, a special focus has been put on the easy and user-friendly handling“

RAINER NOE - Product Manager

The 19-axle king

Save time and money with the HighwayMAX Dolly&Booster



Scan here to find out everything about the HighwayMAX Dolly&Booster

When you encounter an HighwayMAX Dolly&Booster combination on American highways, there's a sense of wonder. Together with the tractor, it forms a stunning vehicle with 19 axles for a legal payload of about 240,000 lbs at 20,000 lbs per axle. With this performance, the multi-axle trailer becomes the pioneer for heaviest transport jobs in North America.

US company Lindamood Demolition Inc. located in Irving, Texas has chosen this vehicle type as another puzzle piece from the Faymonville range. "I've been working with Faymonville for the last five years. MultiMAX, HighwayMAX and our most recent purchase is the HighwayMAX Dolly&Booster", Walter Moman Heavy Hauling Specialist at Lindamood, says in his review of the trustful cooperation with Faymonville and its US partner Hale.

Saves times and money

The impressive HighwayMAX vehicle is composed of nine hydraulically steered pendle-axles, a 3-axle jeep dolly and a 3-axle nitro-booster. "This 'King of the Highway' saves time and money because the implemented technology ensures quick and easy assembly and disassembly", explains Faymonville Product Manager Rainer Noe a crucial advantage. "Besides fast mobilization, customers benefit from flexible use as the jeep dolly and booster are detachable. As the jeep and/or booster can be loaded on the trailer for empty runs, the HighwayMAX Dolly&Booster guarantees lowest operation costs. No expensive and time-consuming permits are required."

"A leg up on our competition"

For Lindamood Demolition Inc, the achievement of this vehicle type has a real input on the order situation, Walter Moman describes: "The Faymonville line up has given us a leg up on our competition." And its in line with their general impression of the acquired trailers from the manufacturer. "Their trailer line up has multi configuration options for our wide range of oversize loads. The ability to maneuver turns where our big lowboys are unable to is awesome. The Faymonville has become a great asset to our fleet."

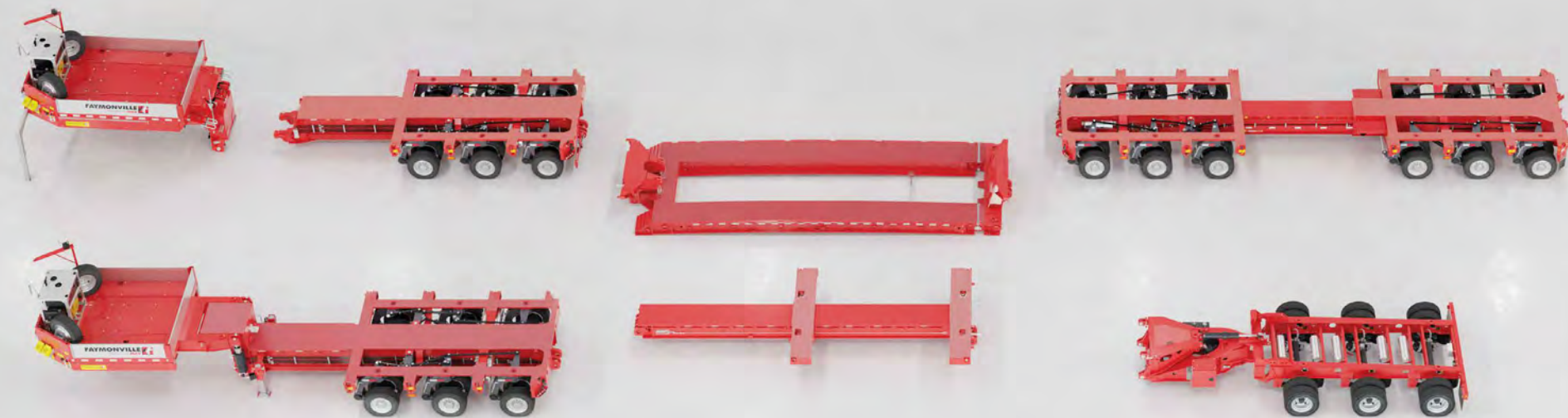
Remarkable turning capabilities

The truck & trailer combination length is less than 110 feet long and the loading platform can be extended up to 82 feet. The spacing between axle tridems is adaptable to 14 feet, 16 feet, 18 feet and 20 feet. Excellent maneuverability is achieved thanks to the pendle-axle technology with 23.6 inch of stroke. The trailer is king-pin steered with a steering angle of up to 60 degrees. Additionally, US heavy haulers enjoy the low driving height and easy back up features.

Besides the general product quality, Walter Moman also highlights some more aspects. "The level of customer support is unsurpassed and their load software is spot on. The load handling and turning capabilities are remarkable, especially when backing with or without remote steering."

Curtain up for the modular revolution

Check out the NEW HighwayMAX All-In-One



Faymonville sets a milestone in North America with the new HighwayMAX All-In-One. The message behind the product is simple but revolutionary: there is one vehicle with many different trailer possibilities.

The globally successful modular CombiMAX concept by Faymonville serves as the basis. „The HighwayMAX All-In-One is a variable and modern all-round solution“, declares Paul Hönen, Sales Manager for North America.

Go here to start the configurator!
www.configurator.faymonville.com



Make it real with our new configurator!

The interactive 360° configurator allows to configure your individual HighwayMAX All-In-One in real time! You can select from a wide range of interchangeable components and switch from a single drop to a double drop trailer, exchange the different deck variants, or add a tower adapter. A clever tool box for heavy haul specialists.

„The modular concept allows the use as a 3+6 double drop combination with a legal payload up to 150,000 lbs, as an extendable 9-axle single drop trailer and a legal payload up to 160,000 lbs or – with additional nitro booster – and as a 12-axle vehicle with a legal payload up to 207,000 lbs.“ Relying on an axle load of 20,000 lbs – with a technical capacity being 26,400 lbs /axle - all this represents the best payload/tare ratio on the market!

A complete tool box

The new concept also has an ace up its sleeve for the increasingly present wind power industry. Paul Hönen: „A configuration as a tower adapter vehicle is also possible. The entire range such as excavator decks, transformer decks, perimeter decks etc. can be integrated in the double drop version.“

Interfaces on the both front and rear bogie enable the fast exchange of the components. Industrial parts, construction machines, wind tower segments, crane elements and other heavy loads can be moved throughout North America on this innovation. The modular design provides haulage companies in the US and Canada with more usage possibilities – with just one vehicle concept. Higher utilization also means no costs for material „at a standstill“.

Fewer functional costs

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



Double T's moved with ease

The TeleMAX for longest freights



Find out more about
the TeleMAX for
North America!



The smooth operation and exceptional maneuverability of the TeleMAX - even at full length - made it an absolute game changer in this operation.

AARON RICHENDOLLAR - Rental Sales at Hale Trailer

When it comes to extremely overlength loads, there's no way around the TeleMAX flatbed series by Faymonville. The US company Accelerated Transport from Vineland, New Jersey recently made the impossible possible with two of its 3-axle, four times extendable vehicles.

For the construction of a parking garage in Red Bank, New Jersey, Accelerated Transport was asked to move ten double T's. These precast concrete flooring elements are 92 feet long and 13 feet wide weighing 92,000 lbs each. "In a first step, they were loaded on the TeleMAX flatbeds by a large overhead crane. During their way to the jobsite, the flatbeds could effortlessly maneuvering through multiple urban areas thanks to the innovative steering system", Aaron Richendollar, Rental Sales at Hale Trailer, summarizes his customer's project.

Get into the smallest spots

With its four extensions, TeleMAX trailers can reach a total length of 200 feet. The extending section consists of a 176 feet deck and a 24 feet rear extension to safely allow a long rear overhang. An extra pair of hydraulic legs as well as the clever locking mechanism make it easy for the driver to extend the trailer to full length in no-time. Aaron Richendollar quotes his customer about this mix of useful aspects: "The smooth operation and exceptional maneuverability of the TeleMAX - even at full length - made it an absolute game changer in this operation."

Increased payload capacity

Faymonville has a long history of building these extremely long flatbed trailers for jobs all over the world. The version used for this mission from Accelerated Transport has been specially designed for North America and is 100 percent DOT compliant. Thanks to its clever design, the trailer is extremely strong yet lightweight, offering the best practical payload in its class.

The low loading deck height helps to avoid height clearance issues such as bridges. The automatic king-pin steering acts on a double race turntable steering system at the rear, allowing for a maximum steering angle of up to 55°. Therefore, the TeleMAX trailers are the benchmark for extreme length transports in densely populated or mountainous areas.

ModulMAX AP-M

Check out the 3-in-1 solution

Faymonville sets new standards in the self-propelled modular segment!

NEW



Heavy haul projects reach ever more impressive dimensions. The ModulMAX as 3-in-1-solution allows the operator to solve its mission with a maximum support depending on its route and freight.

The ModulMAX AP-M is a heavy duty modular trailer with mechanical steering and self-propelled axles used for heaviest transport jobs. Faymonville sets now new standards in this modular segment with the introduction of their new AP-M series. "This groundbreaking new concept makes it possible to operate the combination in three modes: assist mode, trailer mode and self-propelled mode. High polyvalence in use is the key for a successful and future-oriented working method", says Adrian Zingan, "That's why the ModulMAX AP-M is the perfect solution for heaviest transport jobs all around the world. The implemented technology relies on innovative aspects with reliable and proven features."

Less truck use

Some of the features of this versatile heavy duty vehicle are absolutely unique on the market. It has the most powerful traction force for less truck use. One chassis with four driven axle lines replaces two 8x4 trucks! The ModulMAX AP-M scores with 99,208 lbs of payload per axle line - the highest available value on the market! And the module can achieve a maximum speed of 25 mph in the assist mode.

Additionally, the motorized axles can be engaged and disengaged while driving at a max. of 25 mph. Adrian Zingan explains: "This is an important advantage because operators don't need to stop the convoy for this maneuver. It is an absolutely useful feature in combination with the high traction force of 128 kN." A steering angle of 55°, the axle stroke of 25.6 inch and the liftable Power Pack Unit allows to be maximum maneuverable even when tightest corners and obstacles on the route. The operator profits from a higher maneuverability and lower permit costs.

Many possibilities

In terms of flexibility, the ModulMAX AP-M offers seamless interoperability with other modular axle systems and can be combined with conventional 118 inch wide Faymonville ModulMAX modules and other brands. Users can couple it also with common equipment such as flatbed decks, perimeter decks, spacers, drawbars etc. It is also possible to create 3-files or 4-files side-by-side-combinations or to work with combinations in an open compound.

And as a result of all these features, the ModulMAX AP-M concept enables savings in terms of wear, fuel consumption and man power. The offer includes two different axle types - "fast" and "high torque" - that Faymonville offers in different constellations. This principle is patented.

There are three different versions depending the application fields of the operator:

Endurance

For on-road long distance heavy-duty transports where it is important to assist the tractors with a constant pulling force at high speed.

Standard

For universal heavy-duty transports and an approximate 20/80 ratio between on-road and in-site missions. This version allows a perfect combination between pulling force and working speed.

High Torque

For heavy-duty transport missions when it is necessary to get a high pulling force and an assist speed of 9 mph is sufficient.



Check out the explanation video!

Fagioli and Cometto working in perfect symbiosis

The MSPE working with a Jack-up system and transport beams

Thinking outside of the box allows us to discover new concepts and to pursue innovative ideas. This is how Global transport, logistics and heavy engineering specialist Fagioli have developed a unique jack-up system for heavy-duty transport projects. This dynamic system working in combination with their self-propelled Cometto SPMT fleet offers limitless new possibilities for future load out operations.

The jack-up system was installed onto the deck of the Cometto modules and immediately demonstrated its full versatility with the transportation and load-out operations of oversized offshore wind farm jackets. With weights reaching over 3,968,000 lbs and heights of up to 262.5 feet "The jack-up system proved to be the perfect solution for load out operations, especially where locating cones fitted to the jacket legs required accurate insertion into the grillage of the vessel and the standard SPMT stroke is insufficient", explains Alberto Magni, Fagioli General Manager for the Asia-Pacific region. "The jackets were safely transported at the full height, then upon reaching the final set down position on the roll-on/roll-off vessel, the jackets are then safely lowered down into the grillage."

Combination of SPMTs, Jack-up system and transport beams

The entire transport system includes three main elements: 96 axle lines of Cometto self-propelled modular transporters with a combined payload capacity of 10,159,000 lbs, an jack-up system with four electronically synchronized lifting towers with a capacity of 5,291,000 lbs and specialized modular transport beams fabricated by Fagioli, each with a 75.45 feet span in the standard format. These three elements each have the potential to be adjusted to suit the project requirements. The utilization of such a jack-up system configuration allows for a smooth and cost-effective roll-on operation, as well as internal yard movements in compliance with the standard DNV-GL requirement for load-out projects. Fagioli has already safely and successfully completed the load out operations of 32 jackets weighing up to 3,968,000 lbs each.

Agility - even in tight areas

Together with the Cometto axle lines, this jack up configuration unifies different advantages for tackling particularly challenging missions. Tomasz Milewski, Fagioli Engineering Manager for the Asia-Pacific region, states "Due to the extreme maneuverability of the Cometto SPMTs, this set up can be used in very congested areas. For example, fabrication yards with simultaneous activities and even with a ground bearing pressure equal to 22,000 lbs per square meter." In this configuration the SPMT can be used with either a 3-point hydraulic suspension or with 4-points in the case of a higher level of stability being required. The jacking process is performed by the jack-up units, a fully integrated and synchronized system which allows the lifting of entire jackets without any risk of overloading. Modular "barrels" are inserted into each lifting tower to elevate the jacket by one-meter increments.

The overall combination is an impressive construction which nevertheless is very agile and safely permits up to four degrees of lateral movement.



For further details, please watch!

The new MSPE as Heavy Duty version!

Cometto as the worldwide competence center for self-propelled vehicle has its SPMT range. Both product categories MSPE 48T and the MSPE EVO70 - the strongest one on the market - is now also available as heavy duty versions. This means higher bending moments, a reinforced structure and a new level for your heavy duty missions!

The compact in-plant mover

ATLAS and its Eco1000



When it comes to transport heavy loads in a limited area, the Eco1000 by Cometto plays to its strengths. What makes it special? The integrated Power Pack Unit under the loading platform, the compact structure and the modular versatility.

Directly after the vehicle handover and driver training, the first transport of the new Eco1000 vehicle to the US company ATLAS was on the agenda. A 251,370 lbs to heavy compressor was stored in the client's warehouse. With the ATLAS's 1,543,000 lbs gantry the 18.4 feet long – 13.8 feet wide and 13.1 feet high component was lifted for the new 4-axle Eco1000 self-propelled vehicle could drive under the load. With a steady hand, the operator steered the new member of the ATLAS fleet into position. Afterwards the Eco1000 drove in a 4-point support to the reloading place to be placed onto ATLAS's Dual Lane road trailer for transport to the final destination.

A safer handling of heavy loads

ATLAS president Frank Scheibner says: "A perfect tool - due to the simple changeover from a 3-point to a 4-point support, we can quickly adapt the vehicle to the road and terrain requirements. The Cometto made this job a breeze."

Cometto Sales Manager Joachim Kolb adds: "And thanks to the vehicle's built-in SDS Stability Display System, the operator is always in the picture if there are problems with the stability or an overload while driving. In this case, the vehicle automatically warns the operator at an early stage of a possible danger. This is done both visually and acoustically."

A feature in the control system that simply makes handling heavy loads safer. Good to know: the electronic steering guarantees maximum maneuverability and precision through a +135 / -135 ° steering angle. Equally important to note is a stroke of 2.30 feet.

And it goes even further

Did you know that you can combine Eco1000 self-propelled modular vehicles in side-by-side and back-to-back combinations? And you can mix 7.97 feet wide vehicles with 9.8 feet wide ones when length is identical. Additionally, all Eco1000 self-propelled vehicles can also be combined with the new Eco1500 series - the strongest on the market with up to 3,307,000 lbs payload capacity! Each module is equipped with quick coupling connections to link them. Great technology to go ahead!



Widening possibilities

Lift&shift is the DualMAX trademark

The Faymonville Group is a full-range supplier and includes also a modular dual-lane trailer system in its portfolio. The DualMAX can be widened in different stages from 13 feet -11inch 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 27.6 inch 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 feet. Both a gooseneck and drawbar system are available to pull the DualMAX.

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.





www.faymonville.us



Z.A.E.R. Op der Sang
16, Op der Bréimicht
9779 Lentzweiler
LUXEMBOURG

Tel. +352 26 90 04 155

info@faymonville.group

