



FAYMONVILLE

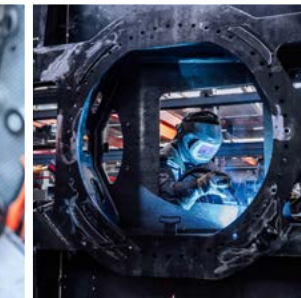
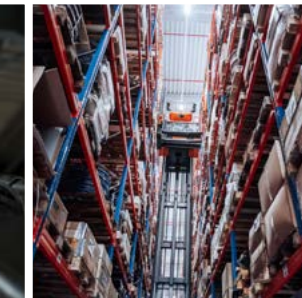
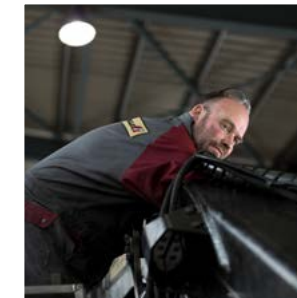
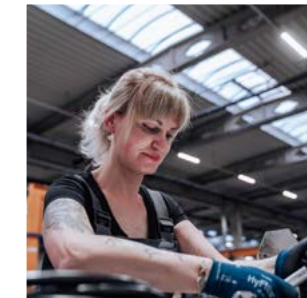
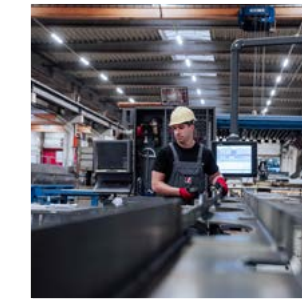
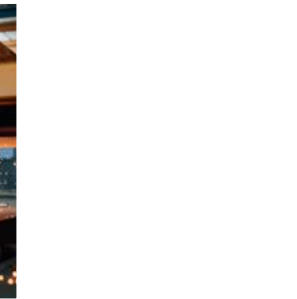
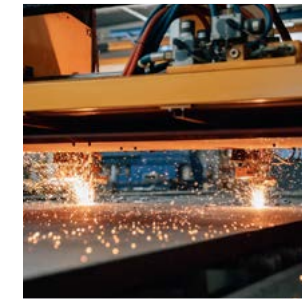
TRAILERS TO THE **MAX**



FOR LENGTH & STRENGTH

Powered by **FAYMONVILLE** 
GROUP

TELEMAX **CARGOMAX**



With our three vehicle brands, MAX Trailer, Faymonville and Cometto,
we are the worldwide leading full-range manufacturer of 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 25,000t ... and beyond.
The excellent facilities in a production space of 175,000 m² form the foundation for qualitatively unique, high-tech products.

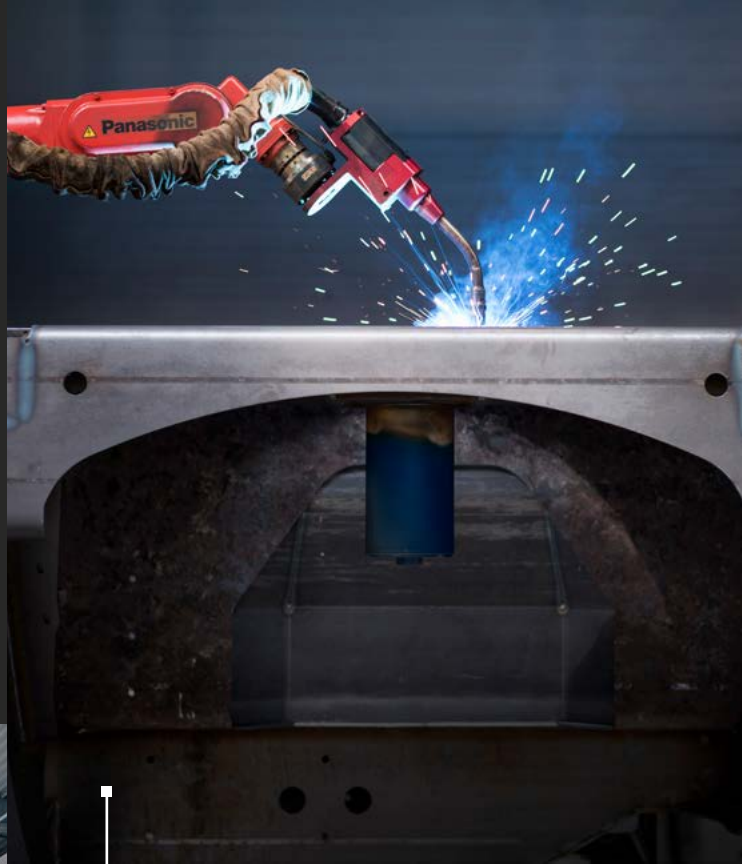


TRADITION & VISION

As a seventh-generation family business, we've evolved from a small forge in Belgium to the industry leader. Alexander Fickers took the helm as CEO of the Faymonville Group in 2024. The Faymonville family remains actively involved and continues to shape the company.

WE OFFER SOLUTIONS

Thanks to an outstanding mix of experience, flexibility and know-how, we provide sophisticated solutions for any transport challenge. From development to production, we offer the necessary expertise every step of the way.



HIGHEST QUALITY 100% IN-HOUSE

We place our trust in our optimized production processes, the high-end infrastructure and machinery park and our team of highly skilled employees. As a company committed to quality, we strive to uphold the highest standards to ensure the excellence of our products.



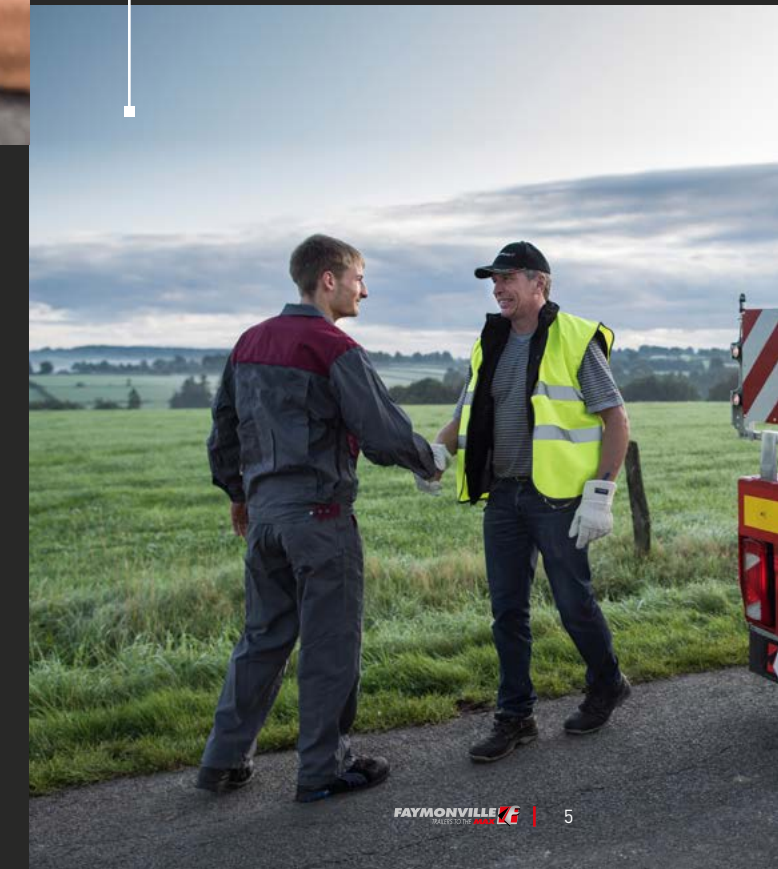
FAST SPARE PARTS DELIVERY

Faymonville Logistics ensures a reliable supply of spare parts to keep your vehicles operational. Our team of experts is ready to provide knowledgeable guidance and ensure rapid delivery of the components you need.



INTENSIVE DRIVER TRAINING

We offer a customized driver training for your specific vehicle, both practical and theoretical. Drivers receive documents and user manuals in their language, along with self-explanatory visual materials. It's a comprehensive support package to ensure drivers are familiarized with their new vehicle efficiently.



ALWAYS & ANYWHERE 24/7

The Faymonville Service team ensures worldwide support, 24/7. The Faymonville Group is proud to offer the industry's most sustainable and comprehensive customer service.



Service Hotline

+32 80 64 01 88

WHEN IT NEEDS TO BE RELIABLE

With the TeleMAX and CargoMAX products, Faymonville offers ideal solutions for the transport of long as well as compact and heavy cargos. These vehicles are characterised in everyday work by their flexibility, load-carrying capacity and adaptability to different types of cargo.

Whether long prefabricated parts made of steel and concrete, rotor blades, containers or crane weights – the vehicles enable safe and efficient transport, even with unusual dimensions.

The up to 4-fold extendable loading platform of the TeleMAX can be adapted individually to the length of the cargo. This means that even XXL loads of up to 100 metres and more in length can be reliably coped with.



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WHEN LENGTH MATTERS.

The Faymonville TeleMAX is a 2- to 6-axle flatbed trailer that can be extended up to four times its length up to a maximum total vehicle length of 74.65 metres for the WingMAX variant. The flatbed trailer thus fulfils all the conditions for the time- and cost-efficient transport of long loads such as wind turbine blades or steel and concrete girders. The central beam (ZT) principle guarantees maximum torsional rigidity with a low dead weight.

Smooth extendibility, up to 4-fold to max. 74.65 meters

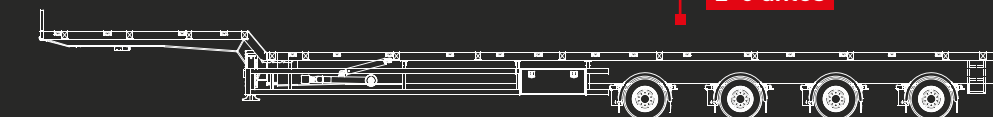
Various axle and steering systems:
Slewing ring steering – knuckle steering – hydraulic pendle-axle

Sturdy design made of high-strength fine-grained steel

With 17.5", 19.5" or 22.5" single or twin tyres

Also available with cranked loading platform

2-6 axles



CARGOMAX

COMPACT AND **STURDY.**

The Faymonville CargoMAX is a ballast trailer especially designed for the transport of crane parts and crane weights. Depending on the equipment with 3 to 8 axles, it captivates with its strong structure but at the same time optimum manoeuvrability. The compact design allows it to reach its destination reliably even in tight manoeuvring areas.

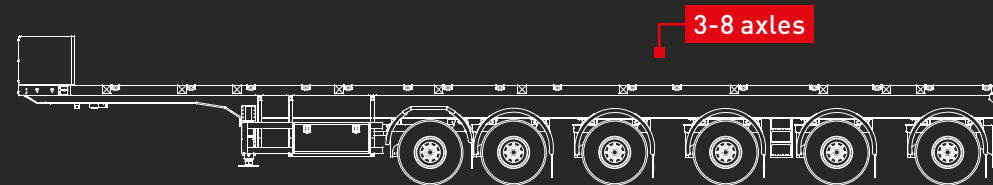
For compact and heavy loads

Sturdy design made of high-strength fine-grained steel

With 22.5" single or twin tyres

With reinforced stakes and stake pockets for load securing

Optional: as a hydraulic platform with hydraulically liftable loading platform in a 17.5" version



AN OVERVIEW OF THE GOOSENECKS

The TeleMAX and CargoMAX flatbed trailers are usually characterised by their continuous loading platform without a classic gooseneck. However, there are also TeleMAX variants available with an offset between the front fixed area and the extendable loading platform. These create additional options for the load height. A hydraulically lifting/lowering variant is also possible with the vehicles for rotor blade transport.



STRAIGHT GOOSENECK - ZT

In this version the front platform and the rear loading area together form a continuous, completely straight loading platform. This enables the user to use the total length of the vehicle for loading on one level and makes it easier to load and unload bulky or extra-long goods. Such a straight gooseneck ensures high stability and optimal load distribution. The overall height and load capacity can vary depending on the vehicle type. In addition, this variant is available with a certified XL headboard.

- Overall height from 120 mm without steering and from 155 mm with hydraulic steering
- Technical fifth wheel load from 18 to 34 tonnes
- Straight XL headboard compliant with EN-12642
- Shortened, front overhangs with chamfered headboard for tractors with crane attachments
- Large number of possible turning radii

Basic type	Overall height	Rear turning radius	Technical fifth wheel load	Front turning radius	Steering possible
N-18 ZT	120 mm	2,100 mm 2,300 mm	18.0 t 18.0 t	1,750 - 2,040 mm 1,750 - 2,040 mm	No
Z-18 ZT	155 mm	2,100 mm 2,300 mm	18.0 t 18.0 t	1,750 - 2,040 mm 1,750 - 2,040 mm	Yes
Z-18 ZT	220 mm	2,300 mm 2,500 mm 2,700 mm	25.0 t 25.0 t 25.0 t	1,300 - 2,040 mm 1,300 - 2,040 mm 1,300 - 2,040 mm	Yes
Z-25 ZT	300 mm	2,300 mm 2,500 mm 2,700 mm	28.0 t 28.0 t 28.0 t	1,300 - 2,040 mm 1,300 - 2,040 mm 1,300 - 2,040 mm	Yes
Z-34 ZT	340 mm	2,700 mm 3,200 mm	34.0 t 34.0 t	1,480 - 2,040 mm 1,480 - 2,040 mm	Yes



CRANKED GOOSENECK - ZT

This model is characterised by an offset in the front loading platform, which gives the flatbed trailer the appearance of a gooseneck. This variant reduces the overall height in the rear area, as a result of which the load is placed lower. This simplifies the transport of oversized cargos with a certain height. Such a vehicle design also ensures optimised stability and a lower centre of gravity, which improves driving safety.

- Height gain thanks to lower loading area
- Always in conjunction with 17.5" tyres
- Technical fifth wheel load of 28 tonnes
- Particularly suitable for transporting rotor blades of up to 65 metres in length
- Maximum driving safety

Basic type	Overall height	Rear turning radius	Technical fifth wheel load	Front turning radius	Steering possible
Z-25 ZT	295 mm	2,300 mm	28.0 t	1,450 - 2,040 mm	Yes
		2,500 mm	28.0 t	1,450 - 2,040 mm	
		2,700 mm	28.0 t	1,450 - 2,040 mm	



HYDRAULIC GOOSENECK - W-ZT

A hydraulic gooseneck on a flatbed trailer enables flexible adaptation of the ground clearance depending on the terrain and route profile. The use of hydraulic cylinders allows the gooseneck to be raised or lowered in order to adapt the vehicle and its handling. This enables use on uneven terrain, among other things. This system is only used as standard on the WingMAX with pendle-axes.

- Optimum terrain adaptation
- Total lift: -380 mm / +1,700 mm
- Simple handling
- Efficient transport
- Load-bearing, removable outer frame

Basic type	Overall height	Rear turning radius	Technical fifth wheel load	Front turning radius	Steering possible
W-25-ZT	240 mm	2,650 mm	28.0 t	1,200 - 1,900 mm	Yes
W-34 ZT	350 mm	3,400 mm	34.0 t	1,100 - 1,900 mm	Yes



AN OVERVIEW OF THE LOADING PLATFORMS

The loading area of the flatbed trailer series from Faymonville is always based on a central beam (ZT) concept. In the CargoMAX it is explicitly designed for high point loads and ultimate torsional rigidity. In view of the extreme forces with compact heavy loads, this provides a reassuring driving experience. The flexible adaptation of the loading area length to the load is made possible in a TeleMAX by its extendable design.



THE BASICS OF THE LOADING PLATFORM

The flatbed trailer range includes both non-extendable and up to 4-fold extendable versions. In general, the rear area of the loading platform is completely straight in order to maximise the loading area. In certain TeleMAT versions, however, this area can also be chamfered to enable the loading of mobile machines.

To obtain a wider surface, the loading area can also be equipped with extendable widenings on certain models with a chamfered rear. TeleMAT vehicles can be equipped with wheel recesses to further optimise the loading height. Versions with a particularly low overall height are also a popular option.

A lifting loading platform can now be selected for the CargoMAT. These so-called hydraulic platforms are a clever solution for facilitating the transport of steel rings with a large diameter or similar loads in a raised form.

Safety is improved still further by the certified XL headboard. The equipment is rounded off by the loading platform covering of robust timber.

- Sturdy and extendable
- Available in a low design
- Lots of options for special assignments
- Reliable and simple to handle



THE EXTENDABLE LOADING PLATFORM

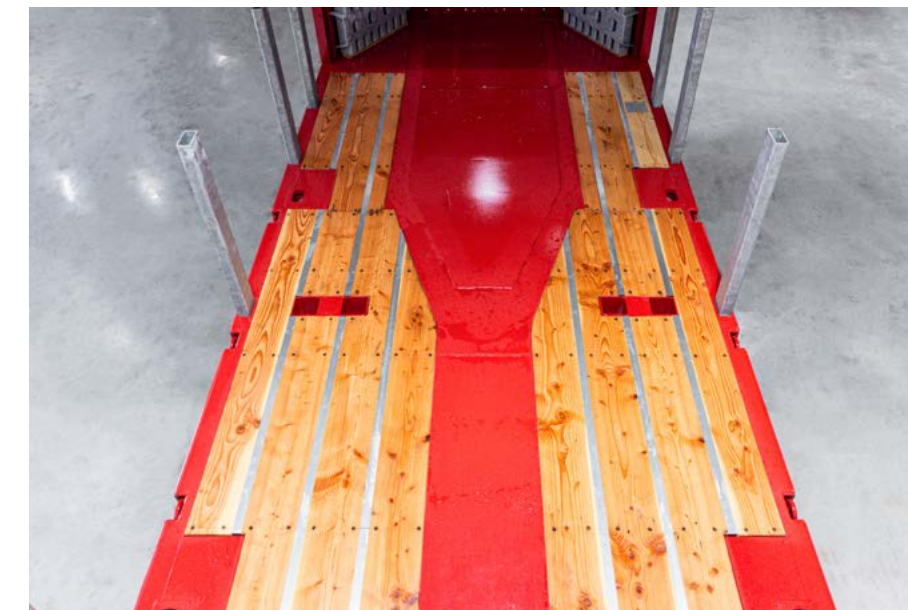
The vast majority of TeleMAX flatbed trailers have an extendable loading platform. The telescoping steps offer enough flexibility in everyday operations to adapt to and cope with the various load lengths associated with different transport tasks. Besides the single extendable versions, the TeleMAX series also includes loading platforms that can be extended by 2, 3 or even 4 times. It is worth taking a look at the workmanship details here too: The extension's locking mechanism is pneumatically activated and is fitted to the extension tube on both sides. Combined with the reinforced locking positions, an optimal transfer of the pulling forces is guaranteed even on the most powerful tractor units.



THE LOADING PLATFORM COVERING

Timber covering

The loading platform area of flatbed trailers from Faymonville has a timber covering. This covering offers an average sliding friction coefficient μ of 0.2. In addition, the material has a shock-absorbing effect and protects sensitive loads against damage. Spruce is available as a standard wood type; hardwood can also be chosen as an option. The timber covering is additionally reinforced by aluminium omega profiles in order to enable the highest possible point loads.



THE XL HEADBOARD

The headboard of flatbed trailers from Faymonville is XL-certified and accepts loads of 20,000 daN. It is particularly stable and can withstand high loads, which optimises load securing. The XL-headboards is available in different heights and meets the strictest European safety standards. This makes it an indispensable component in heavy haulage. An XL-certified headboard increases efficiency and safety, thus providing significant added value for the driver and the haulage company in everyday operations. In addition to XL-headboards, versions with chamfered corners are also available.



IDEALLY EQUIPPED WITH THE TELEM^{MAX}

Standard



Steel XL-headboard (various heights available)



Stake pockets



Outwardly hinged lashing rings



Timber floor framed in aluminium omega profiles



Lockable tool box



Spare wheel



Ladder

Options



Various gooseneck versions



Aluminium docking ramps



Hydraulic support foot



Diagonal stays



Spindle-adjustable stakes



Twist locks



Lift axle

IDEALLY EQUIPPED WITH THE CARGOMAX

Standard



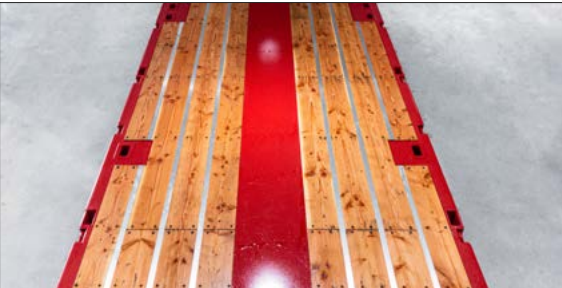
Steel headboard



Stake pockets



Outwardly hinged lashing rings



Timber floor framed in aluminium omega profiles



Lockable tool box



Adjustable ladder



Single tyres



Twin tyres

Options



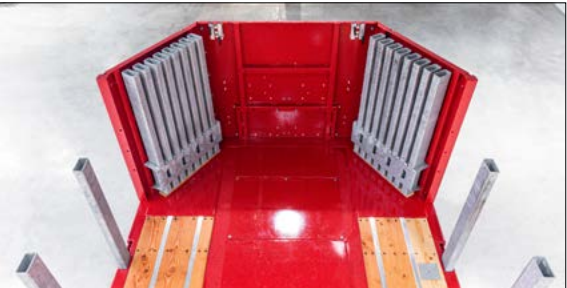
Hydraulic landing gear



Lift axle



Twist locks



Stake holders



Working spotlight



Warning signs

THE **BOGIES** AT A GLANCE

Different options are available when choosing the bogie. The right decision can be determined by the customer incorporating the tasks to be mastered with the flatbed trailer and the expected route profiles into his mind games.



THE DIFFERENT AXLE TYPES

A whole series of different axle types are available in the Faymonville flatbed trailer range. Their selection depends on the vehicle's expected field of application, the cost/benefit calculation as well as the desired payload capacities. With the TeleMAX and CargoMAX products there is a choice of several options, each of which has very specific strengths: the slewing ring steering, either with air suspension or with hydraulic suspension, the knuckle steering in a version with air suspension or the hydraulic pendle-axle.

- Proven and reliable technology
- Different options
- Maximum quality for the operational safety



SLEWING RING STEERING

Vehicles with slewing ring steering enable a high steering angle of up to 55° and thus considerable agility, even with long loads. The sturdy slewing rings therefore stand for high manoeuvrability and durability with long maintenance intervals. Depending on the intended purpose of use and permissible axle loads, there is a choice with this variant between air suspension or hydraulic axle compensation, as well as between different tyre sizes and single or twin tyres.

- With air suspension or hydraulic axle compensation
- Choice of 17.5" or 22.5" tyres
- Steering angle up to 55°
- High manoeuvrability
- Sturdy, low-maintenance



KNUCKLE STEERING

If the TeleMAX is to have a lower loading area, knuckle steering can be used instead of slewing ring steering. This axle variant is always hydraulically force-steered and the air suspension used here is low on maintenance and gentle on the load. The steering system in the gooseneck is installed in a frame that is only 155 millimetres high.

- Provides a gain in height
- 17.5" axles with twin tyres
- Air suspension with a 240 mm stroke
- Lift axle possible
- Low-maintenance and gentle on the load



HYDRAULIC PENDLE-AXLE

Pendle-axles are especially suited for applications on particularly difficult routes and under hard terrain conditions. A maximum total lift of an impressive 600 millimetres as well as a considerably high steering angle of over 60° characterise this axle type. The swing movement enables the optimum axle-load compensation between the individual axles on uneven surfaces and differing ground clearances. Furthermore, the steering angle of the axles does not affect the vehicle stability in any way.

- Choice of 17.5" and 19.5" tyres
- Ideal with challenging terrain and route profiles
- High stroke of 600 mm
- Large steering angle of 60°
- Proven and durable technology



WATCH NOW



THE SPECIAL MODELS

There are some particularly striking models of flatbed trailers. The WingMAX with 4-fold extendibility is designed for transporting XXL rotor blades of over 70 metres in length. The TeleMAX in the 17.5" version with integrated folding ramps now enables mobile devices to drive on to the loading platform. The compact 2-axle version of the TeleMAX with slewing ring steering is ideal for narrow urban areas and winding mountain passages. The hydraulic platform has a hydraulically liftable loading area, which is first loaded in a horizontal position and then tilted.



THE WINGMAX

In the combination of pendle-axes with the hydraulically liftable and lowerable gooseneck, the new WingMAX can virtually 'drive over' obstacles that crop up, such as roundabouts. As a result, it's possible to cope with the route even in the case of demanding terrain conditions and road profiles.

A slideable load support for the blade tip frame enables the flatbed trailer to be shortened even under load. Hydraulic support feet simplify the telescopic extension or retraction of the loading platform. The double-sided locking of the telescopic stages ensures increased driving stability, while the 2,000 mm track width of the axle bogie provides for maximum lateral stability.

- Total lift: -380 mm / +1,700 mm
- Longest available loading area with 4-fold extension – 74.65 metres!
- Gooseneck length compatible with 5-axle tractors
- Strong 17.5" or 19.5" pendle-axes
- Double-sided, reinforced locking of the telescopic stages



WATCH NOW

THE FLATBED TRAILER WITH DRIVE-ON OPTION

Due to the low overall height of this drive-on flatbed trailer, a lower loading height is achieved. The integrated wheel recesses between the axles combined with the lowered loading platform in front of the axles are the ideal aid for reducing the loading height when transporting high wheeled machines. The outer frame of the flatbed trailer, which is closed to the outside, can also be equipped with extendable widenings. The achievable width adjustment is 230 millimetres per side.

- Low design
- 17.5" axles with twin tyres
- Available with extendable and non-extendable loading area
- Wheel recesses and lowered loading area in front of the axles
- Chamfered, sturdy tail



THE CITY-TRAILER

These compact 2-axle TeleMAX versions are particularly interesting for tractors with attached loading cranes. In the City variant, optional sideboards provide lateral protection and prevent the load from slipping or falling. Sideboards can be chosen with a height of 600 or 800 millimetres. Variable wheelbases and different rear overhangs provide additional options for the vehicle configuration.

Slewing ring steering for agility

Basic length from 8.50 metres

Sideboards with a height of 600 mm or 800 mm

Interesting for tractors with crane attachments

Variable wheelbases and rear overhang



THE HYDRAULIC PLATFORM

This vehicle variant is characterised by the ability to tilt the loading platform hydraulically to the side by up to 47°. The system can be used in the entire loading platform as well as in three subdivisions for loads of different dimensions. The topic of load security is also fully catered for thanks to stakes and variably pluggable stops. Telescopic extensions also enable the helpful enlargement of the loading surface.

System available as both a 1-piece and a 3-piece loading platform

Low design

17.5" axles with twin tyres

Friction steering & air suspension

Including telescopic extensions



VEHICLES IN OPERATION



CHECK OUT NOW

Ultra-modern infrastructure. Optimally networked locations.

4 Production facilities in Luxembourg, Poland, Belgium, Italy

100% in-house

More than
1,400 employees

Production capacity of
3,000 vehicle units per year

175,000 m²
production area

Worldwide distribution throughout
125 countries

LUXEMBOURG - LENTZWEILER



BELGIUM - BÜLLINGEN



POLAND - GOLENIOW



ITALY - BORGO SAN DALMAZZO



ACTIVE CORROSION PROTECTION

ALWAYS INCLUDED AT FAYMONVILLE!

Stress in use and the effects of weather put the steel construction of every vehicle to the test. Faymonville counters these challenges with its MAXProtect+ surface protection. This principle is applied as standard with every vehicle. Every stage – from shot-blasting and the full-surface metallisation with zinc/aluminium to the final coating – is carried out by Faymonville in-house, further developed and tested on the basis of meaningful parameters.



Experience all
steps here

More protection is impossible!

- After a salt spray test lasting 2,400 hours, there is no red rust on a one millimetre deep scratch made beforehand
- 100 percent active protection against red rust
- High zinc content provides for a self-healing effect
- High edge protection due to mechanical anchoring
- Optimal adhesion properties of the coating system in case of chain impacts or stone chips
- The best protective effect in the automotive industry

The MAXProtect+ process sequence:

- 1 MACHINE BLASTING
 - 2 MANUAL BLASTING
 - 3 ZINC SPRAYING BY ELECTRIC ARC
 - 4 JOINT SEALING
 - 5 2-COMPONENT TOP COAT
 - 6 CAVITY SEALING
- OPTIONAL:** SEAWATER-RESISTANT COMPLETE PRESERVATION

www.faymonville.com



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

 +352 26 90 04 155

info@faymonville.com

