EN

FAYMONVILLE
TRAILERS TO THE MAX



LOWBED VEHICLES FOR HIGH LOADS

Powered by FAYMONVILLE GROUP


















We are the worldwide leading full-range manufacturer of special road vehicles for heavy load and special transport.
The semi-trailers, low-loaders, modular vehicles and self-propelled trailers that we produce
are used to transport anything exceptionally heavy, long, wide or tall!
Our brand portfolio includes transport solutions for payloads from 15 t to 15,000 t ... and beyond.
The excellent facilities in a production space of 150,000 m² form the foundation for qualitatively unique, high-tech products.

FAYMONVILLE GROUP



TRADITION & VISION

As a family business we grew over six generations from a small forge to the industry leader. We consider our roots as the basis to an innovative and sustainable future.

WE OFFER SOLUTIONS

We offer solutions for any transport challenge through experience, flexibility and knowledge. Know-how and expertise from the development to production, start to finish. Your requests are in good hands!





HIGHEST QUALITY 100% IN-HOUSE

We trust our optimized production processes, modern technique and highly qualified employees. As the quality leader, we apply the highest standards to ourselves in order to guarantee the perfect quality of our products.

ALWAYS & ANYWHERE

Our extensive service ensures you a worldwide presence, 24 h a day and 7 days a week.
The Faymonville Group offers the most sustainable and wide-ranging customer service of the industry.





WHEN EVERY MILLIMETRE COUNTS!

The load height is often a major factor in everyday transport. Legal requirements and a difficult delivery route are regular challenges.
Lowbed semi-trailers are used to transport construction machinery, wind turbine components farming machines, industrial parts and boats.

This type of vehicle makes it possible to comply with legal height restrictions despite high loads. Lowbed trailers can make the difference to clear underpasses, bridges and power lines, so even the most difficult missions reach their destination.

When every millimetre counts, Faymonville has the most profitable solutions to offer. A wide range of gooseneck types fits any tractor. The loading platforms come in a large variety of types and sizes to meet any specific need. Intuitive and simple handling ensures that lowbed projects are easy to carry out.

FAYMONVILLE
TRAILERS TO THE MAX

FOR THE HIGHEST DEMANDS

Faymonville offers three vehicle types for the transport of high loads with payloads of 20-135 t, which mainly differ in the front area: the MegaMAX, GigaMAX and VarioMAX.

All vehicle types are easy to load from the front thanks to the removable gooseneck. The vehicles are characterised by their reliability, ease of handling and the optimal ratio between payload and dead weight.

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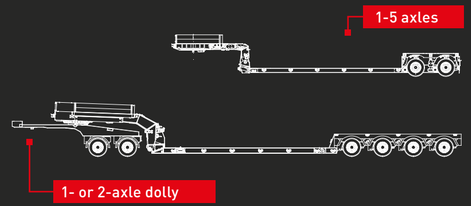


MEGAMAX

THE PRACTICAL ONE!

The MegaMAX lowbed trailer features a removable gooseneck, a low loading area and a bogie with 1-5 axles. A 1- or 2-axle dolly can be incorporated between the tractor and gooseneck if required for additional load capacity and optimal weight distribution.

- Excellent price-performance ratio
- Proven technology
- Simple operation
- Low dead weight

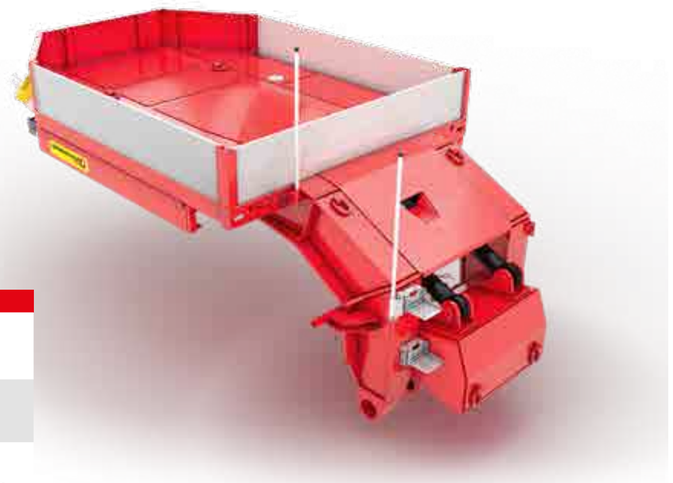


CENTRAL BEAM NECK ZT

MEGAMAX

If heavy loads for construction and industry sites need to be transported, a gooseneck with central beam design is the right choice for the low-bed semitrailer. This technology enables easy and simple coupling, even on difficult terrain. A central beam neck is needed if a 1- or 2-axle dolly is added to the lowbed trailer.

- High stability
- Simple coupling
- Safe handling



Typ	RC*	FWL**	Max. tractor	Tractor + dolly
V-18	2.100mm 2.350mm	22.5t 22.5t	6x4	-
V-25	2.350mm 2.500mm	34.0t 32.0t	8x4	-
V-30	2.800mm	37.5t	8x4	6x4 + 1-axle dolly Air suspension
V-40	3.200mm	50.0t	10x4	6x4 + 2-axle dolly Air suspension 8x4 + 1-axle dolly Air suspension

Typ	RC*	FWL**	Max. tractor	Tractor + dolly
V-45	3.350mm	50.0t	10x4	8x4 + 1-axle dolly hydraulic susp.
V-50	4.000mm	50.0t	12x4	8x4 + 2-axle dolly hydraulic susp.

*Rear clearance / ** Fifth wheel load















STANDARD

1	Hydraulic screw coupling
2	Spare wheel

OPTION

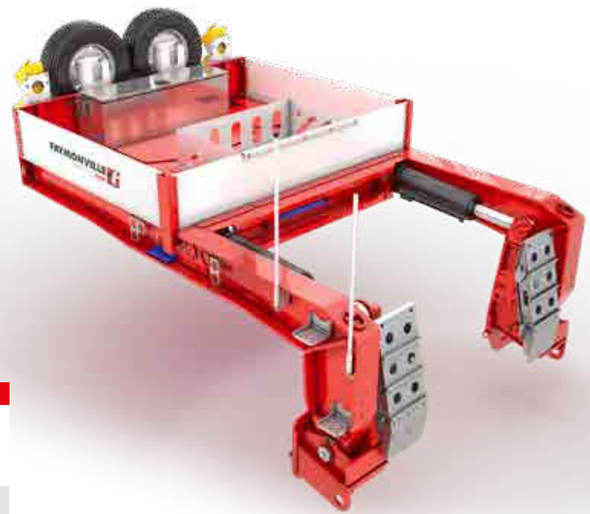
3	Hydraulic multi-coupling
4	Power Pack
5	Tow hitch for dollies
6	Height-adjustable support for mower
7	ZT Light gooseneck

OUTER BEAM NECK AT

MEGAMAX

The use of an outer beam neck on the lowbed trailer keeps the overall length of combination compact. This gooseneck also enables a combination with a 1-axle dolly. This is especially applicable when transporting industrial goods. An outer beam neck is available for lowbeds with up to 3 axles.

- Compact design
- Long loading area
- Robust structure
- Loading space between outer beams



Typ	RC*	FWL**	Max. tractor	Tractor + dolly
V-18	2.100mm 2.300mm 2.500mm 2.700mm	25.0t 25.0t 23.0t 21.5t	8x4	-
V-30	2.800mm	34.0t	8x4	6x4 + dolly 1 essieu suspension pneumatique

*Rear clearance / ** Fifth wheel load















STANDARD

1	Hydraulic screw coupling
2	Spare wheel
3	Removable steel ramps

OPTION

4	Hydraulic multi-coupling
5	Aluminium covers
6	U-beam for ramps
7	Tarpaulin structure
	Power Pack
	Tow hitch for dollies

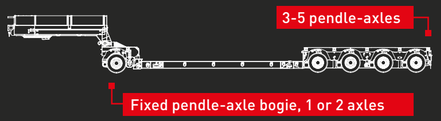


GIGAMAX

THE LIGHT ONE!

The GigaMAX lowbed trailer is characterised by one or two pendle -axle dolly that is permanently attached to the gooseneck. This allows for an extremely compact overall towing length with a long loading area at the same time. The integrated pendle-axles increase the payload at the front of the vehicle.

- Low dead weight
- Compact design
- High agility
- Ideal manoeuvrability



CENTRAL BEAM NECK ZT

GIGAMAX

The absence of coupling points between the gooseneck and the front bogie results in a considerable weight reduction for the GigaMAX. Nevertheless, the gooseneck bogie is detachable from the lowbed, allowing easy coupling and loading of any vehicle from the front.

- For more payload possibilities
- Optimum load distribution
- With 1 or 2 pendle-axles
- Provides ideal overall length



Typ	RC*	FWL**	Max. tractor	
W-25	2.700mm	28.0t	8x4	
W-30	2.700mm	36.1t	8x4	

*Rear clearance / ** Fifth wheel load















STANDARD

1	W25 with 17.5" pendle-axles
2	W30 with 19.5" pendle-axles
3	Spare wheels with winch
	Hydraulic screw coupling

OPTION

4	Hydraulic multi-coupling
5	Power Pack
6	Mechanical fine-tuning of the fifth wheel load
7	Toolbox on the gooseneck

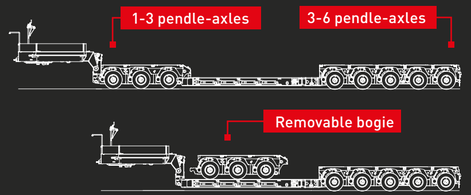


VARIOMAX

THE STRONG ONE!

The VarioMAX lowbed trailer has a removable pendle-axle bogie between the gooseneck and the lowbed. Thanks to its robust and well thought-out design, this low-bed solution represents the ideal ratio between payload and dead weight for heavy tonnage classes.

- High payload possibilities
- Removable bogie: Compact design for empty runs
- High manoeuvrability
- Wide variety of vehicle designs

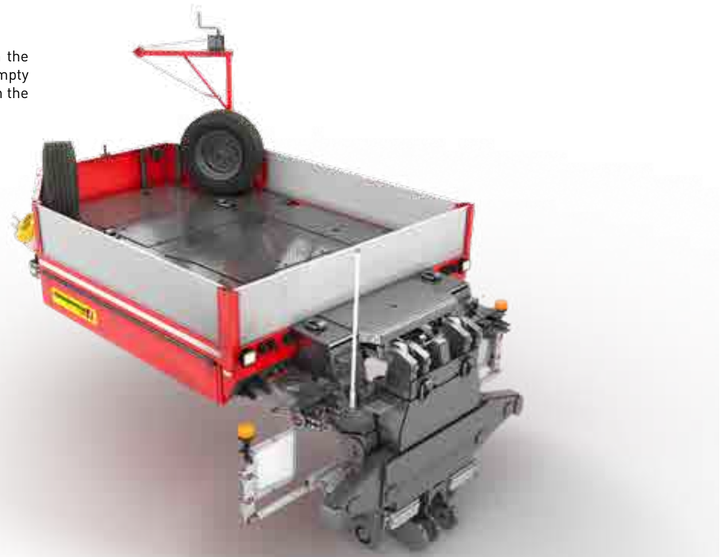


CENTRAL BEAM NECK ZT

VARIOMAX

The 1- to 3-axle front bogie can be quickly and easily uncoupled from the gooseneck if required and can be transported on the lowbed during empty trips. A variable ratio between the fifth wheel load and the axle loads on the front bogie provides flexibility for the combination.

- Flexible areas of use
- Quick uncoupling
- Easy handling
- Robust construction



Typ	RC*	FWL**	Max. tractor
V-25	2.700mm	30.0t	8x4
V-30	2.700mm	37.5t	8x4
V-40	3.200mm 3.350mm	50.0t	10x4

*Rear clearance / ** Fifth wheel load















STANDARD

1	Hydraulic screw coupling
2	Spare wheels with winch

OPTION

3	Hydraulic quick coupling
4	Power Pack
5	Fine-tuning of fifth wheel load
6	3rd gooseneck cylinder for increased fifth wheel load



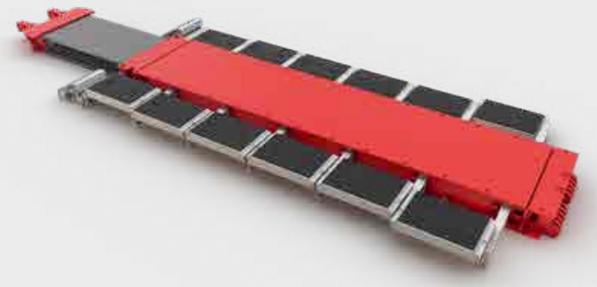
LOWBED VERSIONS AT A GLANCE

Lowbeds come in many versions and payload categories. The wide range of products at Faymonville allows for a variety of uses.

EXCAVATOR DECK-BB

Machines on tracks are transported while suspended by means of an excavator deck with minimum ground clearance. These low beds can also be extended, which makes them versatile for many applications. The outriggers and matresses allow for easy widening in several stages and can be positioned in two different loading heights. Matresses are also available for side loading where there is little manoeuvring space.

- Versatile extension stages
- Different loading heights
- Can also be loaded from the side



STANDARD

1	Matresses with rubber cover
2	Outriggers with two height levels for matresses

OPTION

3	Steel ramps
4	Steel matrasses for side loading
5	Additional bolsters and matrasses for the extension









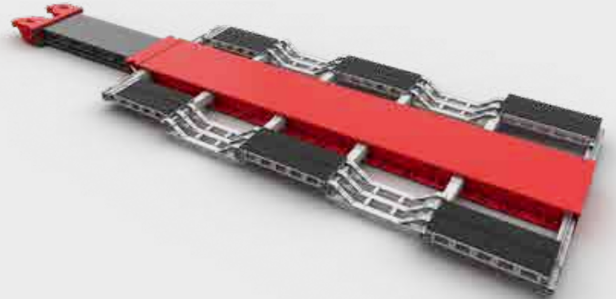




AGRICULTURAL DECK – AB

Different base beam widths of 1,000 mm, 1,200 mm and 1,300 mm provide maximum flexibility. The matresses for the lowbed have a weight-optimised design and can be positioned at two different loading heights. Foldable and widenable outriggers provide variable vehicle widths of 2,540 mm, 2,750 mm, 3,000 mm and 3,200 mm to match the width of the load. Optional add-on wheel troughs are also available.

- Various base beam widths
- Foldable and widenable outriggers
- For all types of agricultural machinery



STANDARD

1	Telescopic outriggers
2	Light matresses with hardwood timber cover

OPTION

3	Add-on wheel troughs
	Additional bolsters and matresses for the extension









OUTER BEAMS WITH FIXED FLOOR - ATX-A AND AT-A

Lowbeds with outer beams and fixed loading floor offer optimum stability. When loading construction machinery, there is a support surface over the entire lowbed length even when extended. The beams are available in various construction heights from 200-450 mm and can be equipped with outriggers.

- Optimum stability
- Safe loading process
- Adjustable length and width



STANDARD

1	Solid ramps
	Solid hardwood cover
	Outer beam with anti-slip sand coating

OPTION

2	Folding outriggers with removable widening boards
3	Suspended outrigger boards
4	One or two-part spring-actuated ramps
5	Removable sliding bolsters in various lengths
6	Compression joint between lowbed and bogie









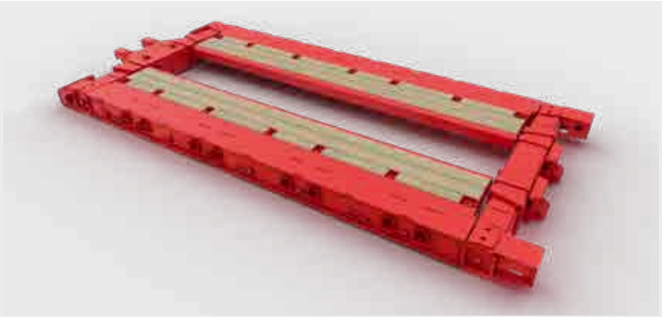




WIDENING OUTER BEAMS - ATV

By means of hydraulic widening - the Hydro-Shift principle - this lowbed version can be flexibly adapted in width. Full load capacity is guaranteed even at maximum widening stage. A single extension is also possible with this lowbed. The ATV bed is ideal for the transport of heavy, wide construction machines.

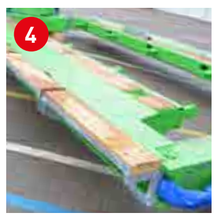
- Fast and ergonomic operations
- User-friendly
- Safe positioning of the cargo











STANDARD

1	Solid ramps
	Hardwood cover
	Outer beams with anti-slip sand coating

OPTION

2	Double widening loading platform
3	Single and double extendable loading platform
4	Folding outriggers

OUTER BEAMS WITH REMOVABLE FLOOR - KB(X)

Unlike the lowbeds with outer beams and fixed floor, the loading floor is removable in this version. This feature provides more free space when loading cylindrical goods, for example. The KB low bed version allows the transport of high industrial containers and boilers with an optimised loading height.

- More height clearance
- Flexible applications
- High load capacity



STANDARD

1	Solid ramps
	Outer beam with anti-slip sand coating

OPTION

2	Double extendable loading areas
3	Folding outriggers with removable widening boards
4	Removable sliding bolsters in various lengths
5	Compression joint between lowbed and bogie
	Removable floor











VESSELDECK WITH HYDRAULIC WIDENING - KBV

Thanks to its hydraulic widening, this vesseldeck provides maximum flexibility. Widening systems are available with single or double width adjustment. The longitudinal beams can be supplied in a fixed length or with single or double extension. Additional elongation beams can also be installed. This makes it possible to assemble low bed lengths of over 25 m.

- Maximum width flexibility
- Quickly ready for use
- Available with elongation beams



STANDARD

1	Solid ramps
2	Compression joint for the addition of elongation beams
	Outer beams with anti-slip sand coating

OPTION

3	Removable loading floor
4	Double widening loading platform
	Elongation beams











FLATBED DECK - FBX

The concept of the flatbed decks is characterised by the continuous steel surface over the entire lowbed width. The vehicle is optimally prepared for the transport and side unloading of transformers. The reinforced loading platform enables maximum point loads. Flatbed decks are available in heights from 160-300 mm.

- Continuous loading platform
- Highest point loads
- Robust and durable



STANDARD

1	Solid ramps
2	Loading area with anti-slip sand coating
3	Compression joint for the addition of elongation elements

OPTION

4	Folding outriggers
5	Extension elements













THE BOGIES AT A GLANCE

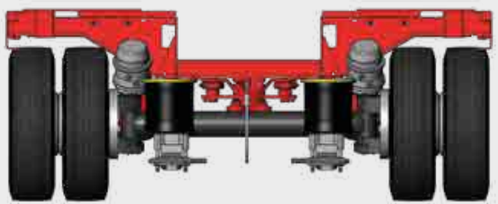
Different options are available when choosing the bogie. To make the right decision, it is important to consider which tasks will be carried out with the lowbed vehicle and which route profiles will have to be managed.

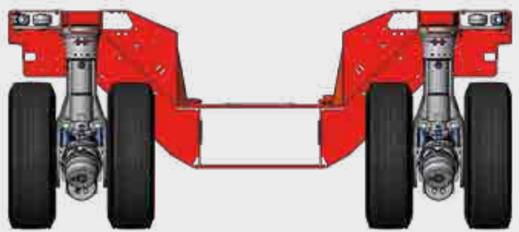
BOGIE TECHNOLOGY

Knuckle steering - ASL

Depending on which application area and load capacity is required, there is a choice between knuckle-steered axles on either pneumatic or hydraulic suspension. The stroke of the axle compensation varies between 240mm and 300mm. A steering angle of up to 45° ensures optimum manoeuvrability.

- Cost-effective variant per kilometre
- Choice of 17.5" or 19.5" tyres
- Smooth steering





Hydraulic pendle-axle - PA

Pendle-axles are designed for use on particularly difficult routes and terrain. Thanks to their pendulum movement, they enable optimum load distribution between individual axles in the event of unevenness and low ground clearance. The loading platform remains horizontally stable with the load safely in position.

- Choice of 17.5" or 19.5" tyres
- High stroke of 600mm, large steering angle of 60°
- Compact design of the bogie



Independent wheel suspension Twin Axle II - TAII

The low design of the Twin Axle II independent wheel suspension makes this principle particularly interesting when moving very high cargo. The Twin Axle II allows a stroke of 315mm and a maximum steering angle of 55°. The vehicles impress with their off-road capability. They ensure safe road holding, even with a high centre of gravity.

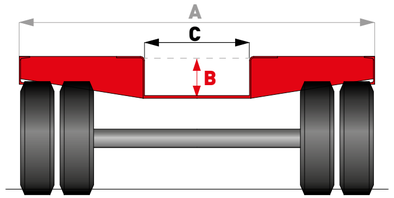
- 12t axle load
- Minimum loading height of only 780mm
- Excellent tracking

Axle type	Size	Suspension	Loading height in driving position	Stroke	Minimum basic width	Steering angle
ASL	17.5"	Air	900mm	-80/+160mm	2.550mm	45°
		Hydraulic	900mm	-100/+160mm	2.550mm	45°
	19.5"	Air	1.050mm	-80/+160mm	2.750mm	45°
		Hydraulic	1.050mm	-100/+200mm	2.750mm	45°
PA	17.5"	Hydraulic	1.005mm	-150/+450mm	2.550mm	60°
	19.5"	Hydraulic	1.170mm	-200/+400mm	2.550mm	60°
TAII	17.5"	Hydraulik	850mm	-70/+250mm	2.550mm	55°

THE EXCAVATOR TROUGH

Each bogie type includes as standard a large and deep excavator trough. When moving different kind of excavators or demolition machines, the boom is integrated in the trough. A really useful technology to reduce the total transport height considerably. This allows to master height restrictions when passing bridges or power lines.

A= Basic width
B= Depth of the trough
C= Width of the trough



Axle type	Size	A	B	C
ASL	17.5"	2.540mm	280mm	750mm
		2.740mm	280mm	950mm
	19.5"	2.740mm	380mm	750mm
TA-II	17.5"	2.540mm	450mm	580mm
		2.740mm	450mm	780mm
		3.000mm	450mm	1.030mm
PA	17.5"	2.550mm	505mm	700mm
		2.750mm	505mm	900mm
		3.000mm	505mm	1.150mm
	19.5"	2.850mm	560mm	900mm
		3.000mm	560mm	1.050mm





VERSATILE IN USE

Faymonville lowbeds provide ideal and custom-fit transport options for a wide range of missions. The requirements determine the vehicle solution and the definition of the lowbed type.

Lowbeds for construction projects

Faymonville offers various lowbed semi-trailers for every payload range to enable height-optimised transport of construction machinery. Dump trucks, track excavators, wheel loaders, roller compactors or road milling machines are transported without problems on these vehicles. The same applies to equipment from the demolition sector, the recycling industry and for crushing, screening and conveying equipment.


















MÄNTYLÄ
CAT


CAT
JAN CŒSENS


VOLVO








CONVOI EXCEPTIONNEL

Lowbeds for heavy & industrial transport

Demanding projects in the field oversize and heavy-duty transport often call for lowbed solutions. Faymonville's vehicle series pay off when transporting high goods, machinery and industrial parts. Different lowbed versions from vesseldeck to flatbed can be selected depending on the load.
















MAN


WESTDIJK
Bred last











Lowbeds for agriculture machines

The MegaMAX series of lowbed semi-trailers is suitable for the transportation of silo trucks, field sprayers, balers, liquid manure tanks, tractors and other agricultural equipment. The optional hydraulically widening loading platform provides maximum flexibility, for example to accommodate combine harvesters with crawler tracks without removing them.
















CONVOI
EXCEPTIONNEL
60
80
90


STC TRANSPORT
STC






93


93



Lowbeds for wind & energy projects

Lowbed semi-trailers with maximum flexibility and manoeuvrability are the key to transporting tall wind tower segments and turbines. When it comes to equipping transformer stations and power plants as well, special transport using lowbeds is part of everyday operations. Compact and very heavy generators and transformers require robust transport technology with a high payload.















Lowbeds for transporting boats, yachts & ships

Boats, yachts and ships for commercial or recreational use come in different sizes. Lowbeds are indispensable transport solutions to move them over land to water. On the road, the very low loading height, the high payload and the length-optimised loading platform of the lowbed semi-trailer score points.















Lowbeds for rail vehicles

The transport of trams, rail vehicles, locomotives and wagons is demanding and requires technologically sophisticated material. Special vehicles from Faymonville ensure the mobility of rail vehicles away from the tracks. They leave the track bed both for the necessary maintenance work and for the replacement of wagons and motor coaches.















Ultra-modern infrastructure. Optimally networked locations.

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

100% in-house

More than

1,000 employees

Production capacity of

3,000 vehicle units per year

150,000 m^2 production area

Worldwide distribution throughout

125 countries











MAXPROTECT+

OPTIMAL PROTECTION!

With MAXProtect+, your vehicle stays **corrosion-free** for much longer.



Weather conditions and mechanical stress put every steel structure to the test. To provide long-term surface protection to vehicles against corrosion, Faymonville has its MAXProtect+ process. This is a fully coordinated and optimised system for surface treatment.
From sandblasting to metallization all the way to the final coating, all the stages at Faymonville are developed, carried out and tested in-house. MAXProtect+ guarantees the best surface protection for your vehicle! The result achieved reaches a quality benchmark many times higher than anything found in the commercial vehicle industry.

MACHINE BLASTING
Airless blast cleaning with metallic blasting material

MANUAL BLASTING
Manual surface cleaning and finishing using mineral abrasives (corundum)

ZINC SPRAYING BY ELECTRIC ARC
Application of a 50-70 µm thick zinc/aluminium layer. This metallization provides optimum protection against rusting on edges and increases adhesion and resistance.

JOINT SEALING
Prevents the formation of rust in gaps

PRIMER
2-component zinc epoxy with 85% zinc content

2-COMPONENT COVER COAT
as a "direct-to-metal" final coating

CAVITY SEALING
Prevents corrosion in corners and cavities

OPTIONAL:
Complete seawater-resistant preservation for transportation by ship

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