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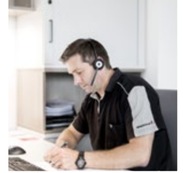
FAYMONVILLE
TRAILERS TO THE MAX



LEADING TECHNOLOGY TO MOVE PRECAST ELEMENTS

PREFAMAX

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



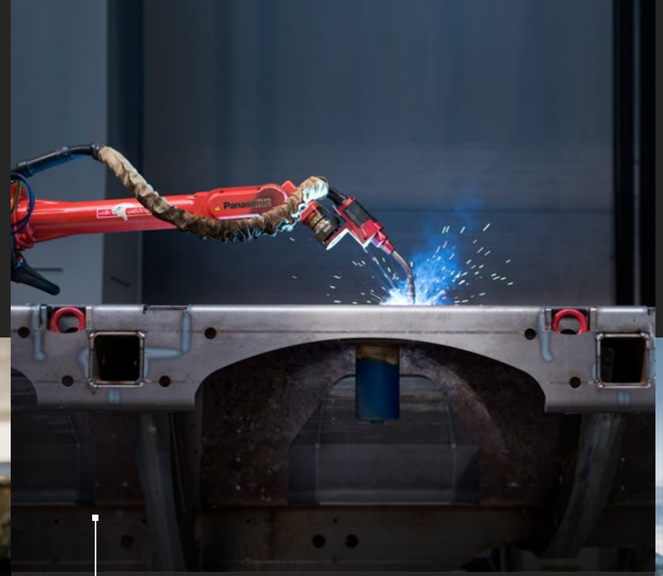
TRADITION & VISION

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.



THE LIGHT PIONEER IN TRANSPORTING PRECAST ELEMENTS

The Faymonville Group is the only complete provider and system supplier for the whole concrete sector. We provide the right transport options for all the challenges in the concrete sector.
The PrefaMAX inloader is the tried-and-tested, most highly-advanced solution for the transport of precast elements and other special loads.
Loading and unloading is done quickly and safely. It can be done independently of a crane or fork-lift truck, as the PrefaMAX picks up a loading pallet using hydraulic or pneumatic lifting.
The standard metallised PrefaMAX combines maximum operating reliability and optimal efficiency.
The stable axle suspension with the robust welded bearing housings and the full-length long-beam with optimised stress repartition form a robust overall structure.



FLEXIBLE & WITH VISION

Its hydraulic rocker allows the PrefaMAX to be used with any available tractor unit. The position of the king pin can be adapted to 2-axle and 3-axle trucks (6x4)—Faymonville is the only manufacturer to offer this flexibility as standard!

The PrefaMAX types with a loading length of 9,800 mm are designed to be used with 2-axle and 3-axle trucks (6x2).

The first and third axle can be lifted in order to minimize tyre wear and tear when driving empty. The vehicle width of 2.55 m means that there are no extra costs for escorts and special permits.
There is plenty of storage space for accessories, tool boxes and other work tools on the front gooseneck above the fifth wheel coupling.

YOUR ADVANTAGES AT A GLANCE



PREFA**MAX**, FOR YOU IT MEANS:

HIGHER PAYLOAD

The unbeatably low dead weight of 8,300 kg* gives more room for maximum load capacity.

INCREASED QUALITY AND VARIETY

Faymonville is a pioneer in the modular construction of special vehicles; this also ensures a whole range of options for the PrefaMAX.

CARGO HEIGHT UP TO 3,700 MM

At an overall height of 4,000 mm, the PrefaMAX gives a maximum loading height with its low trailer floor.

BEST DRIVING STABILITY

Thanks to the well-adjusted axle technology with standard RSS system (roll stability support), the PrefaMAX remains stable at all times.

CERTIFIED LOAD SECURING SYSTEM

Safety always comes first, even with an officially certified pay load up to 30,000 kg.

MAXIMUM SAFETY

The entire PrefaMAX concept is designed with the main focus on safety for both the load and the operating staff.

USER-ORIENTED FUNCTIONALITY

The inloader's mode of operation is based on our many years of experience. The functions are well thought out, practical and easy to handle.

FAST LOADING AND UNLOADING OF THE PALLETS.

Lowering or raising the inloader for loading or unloading the racks is done hydraulically or pneumatically and done within just a few seconds.

* Empty weight of the standard model (without load securing system)

SIMPLE, QUICK & SAFE

THAT'S HOW THE PREFA**MAX** WORKS!



WORKING AUTONOMOUSLY

Cranes or fork-lifts are not needed for loading or unloading pallets as the PrefaMAX can independently pick them up.

SIMPLE AND PRACTICAL LOAD SECURING SYSTEM

The handling of the swivelling and sliding load securing systems is easily carried out from the ground!

FAST HANDLING

In and out! The loading process only takes a few minutes. The driver can pick up the pallet, secure the load and drive off.

PROTECTION ON TOP

An optional hand rail provides additional safety for the driver if he has to step onto the lateral beams. These are equipped with anti-slip serrated floor.

SAFETY FIRST

In addition to the hydraulically actuated load securing elements, the PrefaMAX has a series of nine pairs of lashing rings on the lateral beams with a maximum lashing force of 6,300 daN each.
Additional lashing points are attached to the platform.



Hydraulic multifunctional back door, can be pivoted horizontally/vertically and is width-adjustable (standard with PrefaMAX-A).



Vertically adjustable rear door, hydraulically activated



Advertising panel



Cross-bar at the rear with eccentric closing



Removable hand rail on the lateral beams



Standard equipment: Large-volume tool box at the rear





Hydraulic pallet locking



Long material crossbar



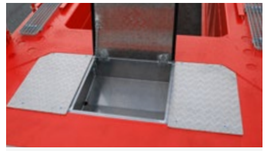
Standard equipment: Serrated floor on the lateral beams



Handling of the load securing systems easily carried out from the ground



Standard equipment: Protection jackets on the hydraulic cylinders



Tool box with cover insert in the rear part of the gooseneck

Side boards for the gooseneck

Gooseneck in various lengths and versions



Standard equipment: In front of the axles, on both sides, removable lateral protections *



Worklights at all important points

* Except model 3HH-A 7.10

SMALL DETAILS, GREAT ADVANTAGES!

OPTIONS & ACCESSORIES

STANDARD SAFETY

The PrefaMAX inloader is equipped with pluggable flashing beacons and sockets for additional lighting. A ladder with a handle provides safe access to the gooseneck.


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OBERNDORFER



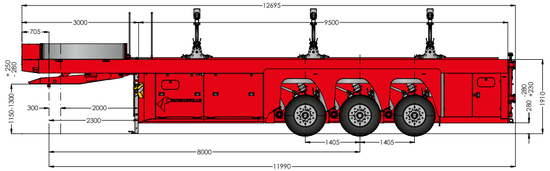



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PREFA**MAX** PROGRAMME AT A GLANCE

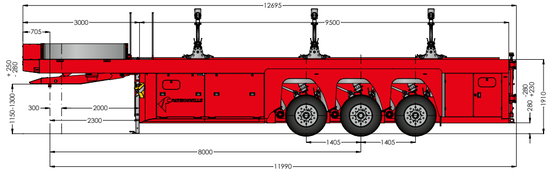
PREFA**MAX** 3HH 9.50



STARTING AT 9,070 KG*

- Loading length: 9,500 mm
- Fifth wheel load: 18,000 kg / axle load: 27,000 kg
- Hydraulic wheel-set
- Loadable gooseneck, 3,000 mm long, optional 3,500 mm
- Tyres 385/65R22.5
- Side panels made of glass fibre reinforced plastic (GFRP)
- Gooseneck rear swing 2,000 mm and 2,300 mm

PREFA**MAX** 3HH 9.50 LIGHT



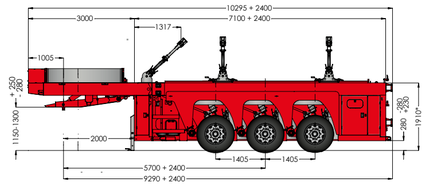
STARTING AT 8,570 KG*

- Loading length: 9,500 mm
- Fifth wheel load: 15,000 kg / axle load: 27,000 kg
- Hydraulic suspension
- Loadable gooseneck, 3,000 mm long, optional 3,500 mm
- Tyres 385/55R22.5 with aluminium rims
- Side panels made of glass fibre reinforced plastic (GFRP)
- Turning radius 2,000 mm and 2,300 mm

* Empty weight of the standard model (without load securing system)

ONLY AT FAYMONVILLE

PREFA**MAX** 3HH-A 7.10

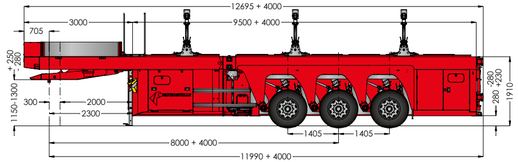


STARTING AT 9,900 KG*

- Loading length: 7,100 mm, can be extended by an additional 2,400 mm
- Fifth wheel load: 15,000 kg / axle load: 27,000 kg
- Hydraulic suspension
- Loadable gooseneck, 3,000 mm long with chamfers
- Tyres 385/65R22.5
- Side panels made of glass fibre reinforced plastic (GFRP)
- Gooseneck rear swing 2,000 mm

ONLY AT FAYMONVILLE

PREFA**MAX** 3HH-A 9.50

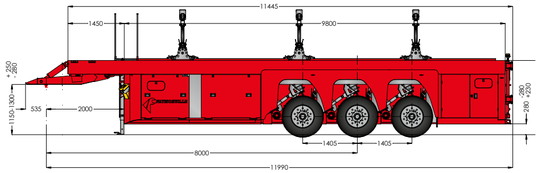


STARTING AT 11,300 KG*

- Loading length: 9,500 mm, can be extended by an additional 4,000 mm
- Fifth wheel load: 18,000 kg / axle load: 27,000 kg
- Hydraulic wheel-set
- Loadable gooseneck, 3,000 mm long, optional 3,500 mm
- Tyres 385/65R22.5
- Collision protection made from lightweight profiles and GFRP cover
- Gooseneck rear swing 2,000 mm and 2,300 mm

* Empty weight of the standard model (without load securing system)

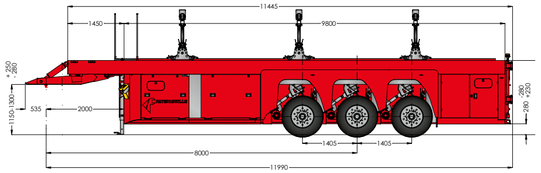
PREFA**MAX** 3HL 9.80 Light



STARTING AT 8,300 KG*

- Loading length: 9,800 mm
- Fifth wheel load: 15,000 kg / axle load: 27,000 kg
- Pneumatic suspension
- Gooseneck, 1,450 mm long, optional 3,000 mm, loadable
- Tyres 385/55R22.5 with aluminium rims
- Side panels made of glass fibre reinforced plastic (GFRP)
- Gooseneck rear swing 2,000 mm

PREFA**MAX** 3HH 9.80 Light

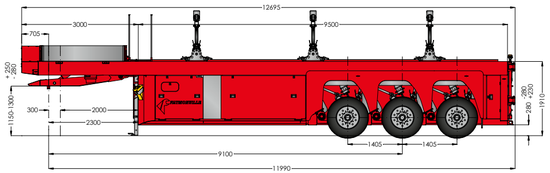


STARTING AT 8,410 KG*

- Loading length: 9,800 mm
- Fifth wheel load: 15,000 kg / axle load: 27,000 kg
- Hydraulic wheel-set
- Gooseneck, 1,450 mm long, optional 3,000 mm, loadable
- Tyres 385/55R22.5 with aluminium rims
- Side panels made of glass fibre reinforced plastic (GFRP)
- Gooseneck rear swing 2,000 mm

* Empty weight of the standard model (without load securing system)

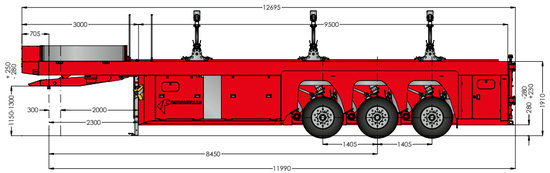
PREFA**MAX** 3HH 9.50 for Sweden



STARTING AT 9,120 KG*

- Loading length: 9,500 mm
- Fifth wheel load: 18,000 kg / axle load: 27,000 kg
- Special wheelbase for Sweden
- Hydraulic suspension
- Loadable gooseneck, 3,000 mm long, optional 3,500 mm
- Tyres 385/65R22.5
- Side panels made of glass fibre reinforced plastic (GFRP)
- Gooseneck rear swing 2,000 mm and 2,300 mm

PREFA**MAX** 3HH 9.50 for Norway

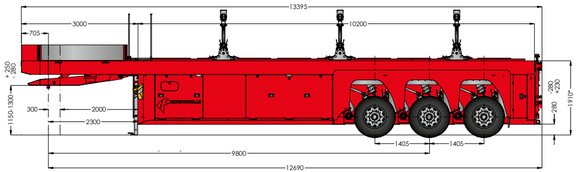


STARTING AT 9,120 KG*

- Loading length: 9,500 mm
- Fifth wheel load: 18,000 kg / axle load: 27,000 kg
- Special wheelbase for Norway
- Hydraulic suspension
- Loadable gooseneck, 3,000 mm long, optional 3,500 mm
- Tyres 385/65R22.5
- Side panels made of glass fibre reinforced plastic (GFRP)
- Gooseneck rear swing 2,000 mm and 2,300 mm

* Empty weight of the standard model (without load securing system)

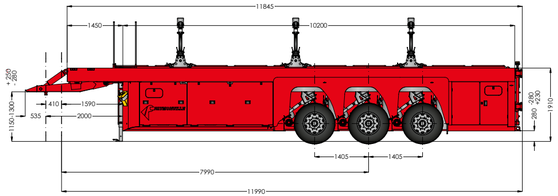
PREFA**MAX** 3HH 10.20 for Australia



STARTING AT 9,450 KG*

- Loading length: 10,200 mm
- Fifth wheel load: 18,000 kg / axle load: 27,000 kg
- Special wheelbase for Australia
- Hydraulic suspension
- Loadable gooseneck, 3,000 mm long with chamfers
- Tyres 385/65R22.5
- Side panels made of glass fibre reinforced plastic (GFRP)
- Gooseneck rear swing 2,000 mm and 2,300 mm

PREFA**MAX** 3HL 10.20 Light



STARTING AT 8,440 KG*

- Loading length: 10,200 mm
- Fifth wheel load: 15,000 kg / axle load: 27,000 kg
- Pneumatic suspension
- Gooseneck, 1,450 mm long, optional 3,000 mm, loadable
- Tyres 385/55R22.5 with aluminium rims
- Side panels made of glass fibre reinforced plastic (GFRP)
- Gooseneck rear swing 2,000 mm (1,590 mm)
- Also available with hydraulic axle compensation (+110 kg)

* Empty weight of the standard model (without load securing system)


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Wessels


UHL
SCANIA
FAYMONVILLE

LIGHT & POWERFUL

THE NEW PREFA**MAX** GENERATION



WEIGHT REDUCTION OF **UP TO 1,000 KG!**

Our inloader technology is groundbreaking, and combines decades of experience with modern technology - and is now available in the latest generation.

LOW WEIGHT, HIGH CLASS!

The permanent challenge when transporting precast elements is for the vehicle to carry as little dead weight as possible. The aim is to load as much as possible.

Faymonville has analysed every individual part in detail and set out—successfully—to find the extra kilos. The new PrefaMAX generation sets the benchmark in terms of dead weight.



The PrefaMAX inloader is available from 8,300 kg dead weight! *

The main focus to reduce weight was in the following areas:

- A lighter chassis frame
- Chamfered load rails made of high-tensile S700 steel
- Lighter wheel-set
- A lighter rear door with the possibility to load four empty pallets
- Maintenance openings inside the loading area make the service & maintenance of the slack adjuster easier
- A load lashing system with lighter pressing elements

* Empty weight of the standard model (without load securing system)

A LOADING LENGTH OF UP TO 13.5 METERS!

ONLY WITH FAYMONVILLE !



Prefabricated parts that are longer than the standard dimensions can be transported with the extendable PrefaMAX. The vehicle can be adjusted up to a maximum loading length of 13,500 mm.

FOR THE LONGEST PRECAST ELEMENTS

The standard loading area of 9,500 mm can be extended by a further 4,000 mm in several stages.

REGULATION-COMPLIANT TRANSPORT

The extended loading platform means you can avoid transport with an open rear door.

OPTIMAL VEHICLE HANDLING

Using the right vehicle length for the job ensures correct load distribution.

FIXED PALLET POSITION

Hydraulic locking hooks grip the pallet and secure it to prevent slipping.

PROTECTION AGAINST EXTERNAL INFLUENCES

The central lubrication system and other items of equipment are kept safely behind the standard cladding.

Ultra-modern infrastructure. Optimally networked locations.

5 Production facilities in Luxemburg, 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

LUXEMBOURG - LENTZWEILER



BELGIUM - BÜLLINGEN



POLAND - GOLENIOW



ITALY - BORGO SAN DALMAZZO



RUSSIA - NOGINSK



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

www.faymonville.com

FAYMONVILLE
TRAILERS TO THE MAX

8, Duarrefstrooss
L-9990 Weiswampach
LUXEMBOURG

+352 26 90 04 155

info@faymonville.com

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