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FAYMONVILLE
TRAILERS TO THE MAX

TELEMAX

When length matters!

CARGOMAX

Compact power!



Version 03.2016

www.faymonville.com



FAYMONVILLE
TRAILERS TO THE MAX


BÜLLINGEN (BE) - since 1988
30.000 m²

With an ***experience of over 50 years***, *Faymonville* is one of the biggest manufacturers of semi-trailers for special and heavy haulage.

Faymonville provides their customers with optimal solutions and systems for any transport need outside the usual norms.

Quality, flexibility, productivity, creativity and ***service*** are the company's keywords. The range of products and services is constantly enlarged in tight collaboration with our customers.


GOLENIOW (PL) - since 2006
21.000 m²

The ***high level of innovation*** and the excellent manufacturing quality of the products are secured by optimized production processes and own modern production plants in Büllingen (Belgium), Lentzweiler (Luxembourg) and Goleniow (Poland). A service station has been opened in Noginsk (near Moscow, Russia) and Poland (next to the factory in Goleniow).


NOGINSK (RU) - since 2014
3.120 m²


LENTZWEILER I (LU) - since 2003
20.250 m²

LENTZWEILER II (LU) - since 2015
16.000 m²

TeleMAX



*The Tele**MAX** is a 2 to 6-axle flatdeck semi-trailer that is extendable up to four times to a maximum overall length of 65 metres. Due to its extendable loading platform, the Tele**MAX** flatdeck semi-trailer is optimally suitable for the transport of particularly long loads.*

Main characteristics

- *Up to 4x extendable (> 65m)*
- *Lightweight construction*
- *Large steering angle (55°)*
- *Low loading deck height*
- *Particularly versatile*
- *High payload*
- *Various axle systems:*
  - *Turntable steering*
  - *Knuckle steering*
  - *Hydraulic swing axle*

Technological aspects of the Tele**MAX**

1. Chassis

■ Straight gooseneck or cranked gooseneck

The chassis used for the *Tele**MAX*** is made out of high-tensile steel. The central beam concept allows for highest torsion and bending stiffness, while keeping the tare weight at a minimum. Usually, these trailers come in a straight version, where the front platform is at the same height as the rear platform. Our „Special"-models of the *Tele**MAX*** have a crank behind the front platform, thereby forming a gooseneck and allowing for a lower platform height at the rear, using 17.5" tires.

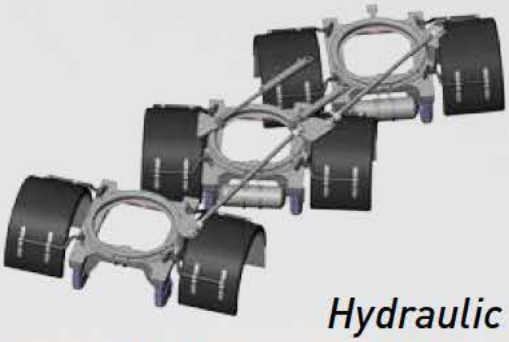




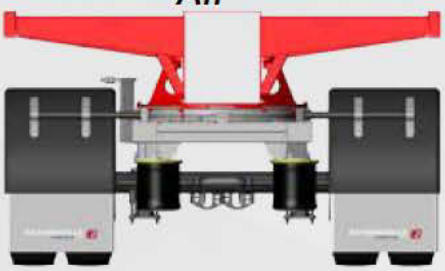
2. Bogies

■ Turntable steering

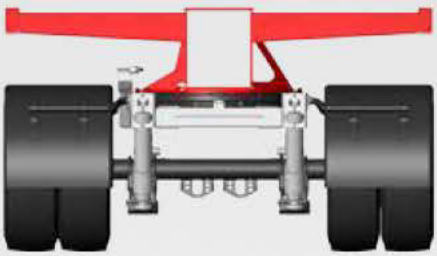
In order to reach the highest possible steering angle (55°), most of our *Tele**MAX*** trailers are equipped with a double race turntable steering system. Robust turntables allow for high maneuverability and durability at a low maintenance rate. Depending on the application and the allowed axle loads, one can choose between air (200mm stroke) or hydraulic suspension (300mm stroke).



Air



Hydraulic



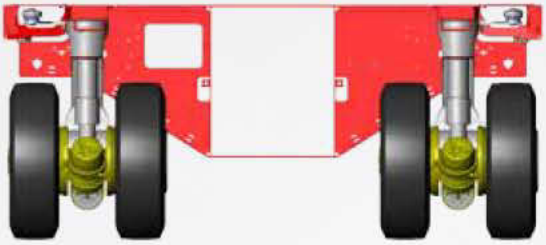
■ Knuckle steering (ASL)

In case a particularly low platform height is required for the *Tele**MAX***, the turntable steering can be replaced by a knuckle steering system, again in combination with 17.5" tires.



■ Hydraulic swing axle (PA)

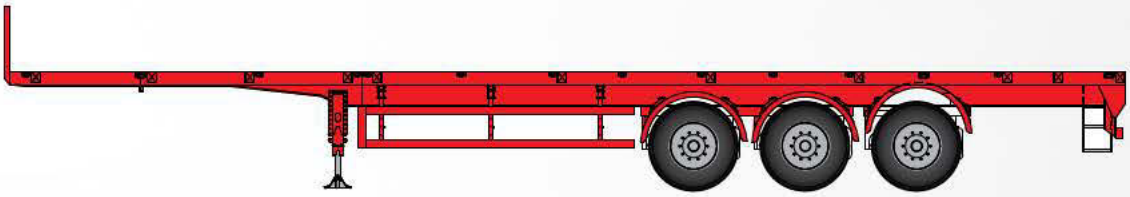
Swing axles are especially suited for applications on particularly difficult routes and under hard topographic conditions. A maximum total lift of impressive 600 mm as well as the maximum steering angle of over 60° characterise this type of axle. The swing movement enables optimum axle-load compensation between the individual axles on uneven surfaces and differing ground clearances.



3. Vehicle types

Tele**MAX** N - A

- *(X)* Low construction and loading height with double tires
- 3-4 axles
- Single tires / double tires
- Friction steered axles
- Pneumatic suspension
- Simply telescoped



Tele**MAX** Z - AA (X)

- *(X)* Low construction for trucks with a minimum fifth wheel height of 950mm
- 2-3 axles
- Single tires / double tires
- Hydraulically steered
- Pneumatic suspension
- 2x extendable



Tele**MAX** Z - AAA

- *(X)* Low construction for trucks with a minimum fifth wheel height of 950mm
- 2-6 axles
- Single tires / double tires
- Hydraulically steered
- Hydraulic compensation or pneumatic suspension
- 3x extendable

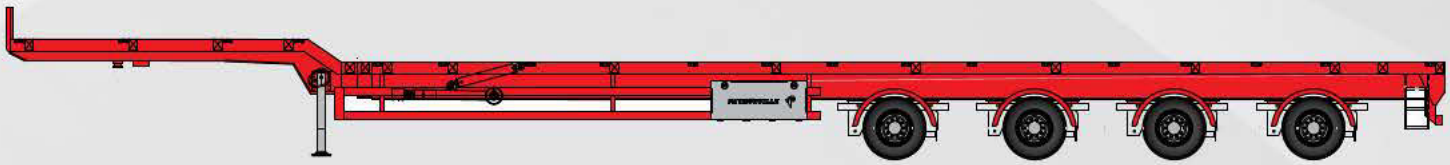


Tele**MAX** Z - AAA (X) special

Standard from 16.800 mm basic length



- *(X)* Low construction and loading height with double tires
- 2-6 axles
- Double tires
- Hydraulically steered
- Hydraulic compensation or pneumatic suspension
- 3x extendable

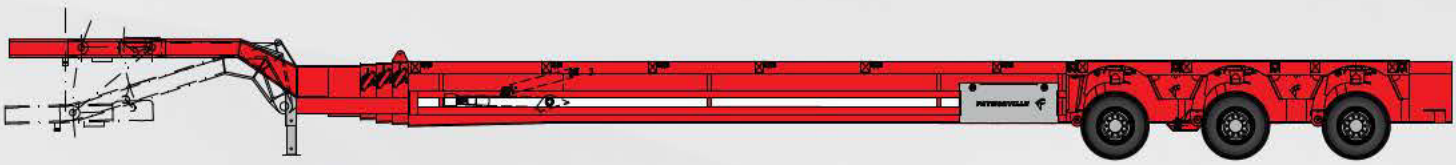


Tele**MAX** Z - AAAA (X) special

Standard from 16.800 mm basic length



- *(X)* Low construction and loading height with double tires
- 3-4 axles
- Pendle axle with double tires
- Hydraulically steered
- Hydraulic compensation
- 4x extendable





4. TELE**MAX** equipment

1. Steel headboard (different heights available)
2. Stake pockets
3. Foldable lashing rings outside
4. Timber floor with aluminium-Omega profiles
5. Lockable toolbox
6. Ladder

Options:

7. Inclined spears
8. Adjustable stakes
9. Twist Locks
10. Liftaxle




1
2
7
5

5. TELE**MAX**-X equipment

1. Different gooseneck versions
2. Steel headboard (different heights available)
3. Stake pockets
3. Foldable lashing rings outside
4. Timber floor with aluminium-Omega profiles
6. Lockable toolbox
7. Ladder

Options:

8. Hydraulic wedge ramps
9. Aluminum ramps
10. Hydraulic landing leg
11. Twist Locks
12. Wheel recess
13. Liftaxle




1
2
3
12
10
9
6
13



TELE**MAX** *in action*









6. Application areas for the TeleMAX

- Wind power plants (tower segments, rotor or turbine blades)
- Structural elements (steel and concrete elements)
- Roof constructions
- Bridge elements
- Construction and farming machines
- Other bulky goods and long material

Cargo**MAX**



*The Faymonville Cargo**MAX** is a ballast semi-trailer specialised in the transport of crane components and counterweights. Depending on its number of axles (from 3 to 8) the Cargo**MAX** is able to easily and cost-effectively transport even the heaviest crane components and crane weights of numerous manufacturers to their respective operating location.*

Main characteristics

- *3 to 8 axles*
- *Optional: hydraulically liftable loading area and stake (adjustable by spindle)*
- *For the transport of compact and particularly heavy goods*

7. CARGO**MAX** equipment

1. Steel headboard
2. Reinforced stakes pockets
3. Foldable lashing rings outside
4. Timber floor with aluminium-Omega profiles
5. Lockable toolbox
6. Ladder
7. Single tires

Options:

8. Hydraulic front landing legs
9. Liftaxle
10. Double tires



CARGO**MAX** in action







8. Application areas for the Cargo**MAX**

- Crane components
- Crane weights
- Rings and oversized goods (with a hydraulically liftable platform)
- Other compact heavy loads

MAXPROTECT+

Weather conditions and environmental influences as well as corrosion and stone chips are the biggest enemies of a steel structure. For the long-term surface protection of semi-trailers, FAYMONVILLE relies on **MAXPROTECT+**, a fully co-ordinated and meticulously optimised surface treatment system.

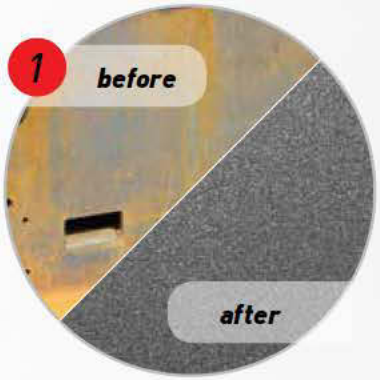
MAXPROTECT+ is by far the best concept currently available in the industry. That is why it sets the benchmark in the field of surface protection. Our **MAXPROTECT+** treatment offers a long-life surface protection.

All stages and processes included in **MAXPROTECT+** – from the painting to the metallisation, including shot- and sandblasting – are carried out, developed and tested 'in-house'.

This optimum surface treatment additionally increases the quality and longevity of our products.

Composition of the surface refinement

1. ***Machine blasting***
   Airless blast cleaning with metallic shot.
2. ***Manual blasting***
   Manual cleaning and refinement of the material surface with mineral blasting agents.
3. ***Spray galvanising***
   Application of a zinc/aluminium layer for corrosion and adhesion protection. Partial metallisation especially for strongly stressed surfaces.
4. ***Joint sealing***
   Prevents the spread of rust in the gap and underneath the paintwork.
5. ***Priming***
   2-component zinc epoxy with 81% zinc content and additional active corrosion protection.
6. ***Top coat***
   Final coating with 2-component DTM.
7. ***Sealing***
   Prevents corrosion in corners and hollow spaces.
8. ***Optional: Seawater-resistant complete preservation***



















FAYMONVILLE DISTRIBUTION AG
8, Duarrefstrooss | L-9990 WEISWAMPACH
T: +352 / 26 90 04 155 | F: +352 / 26 90 04 425
sales@faymonville.com

www.faymonville.com