

US

FAYMONVILLE
TRAILERS TO THE **MAX**



HIGHWAYMAX

The highway semi-trailer for special transport in North America



Version 07.2015



www.faymonville.com



FAYMONVILLE

TRAILERS TO THE **MAX**



BÜLLINGEN (BE) - since 1988
28.000 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.

LENTZWEILER (LU) - since 2003
30.000 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 an own branch establishment exists in France (Paris).

GOLENIOW (PL) - since 2006
14.500 m²



VILLERON (FR) - since 2014
1.000 m²



NOGINSK (RU) - since 2014
2.535 m²





The Faymonville Highway**MAX** is an extendable heavy-load semi-trailer for the road with 9 hydraulically steered pendulum axles and a technical payload of 130 tonnes. This highway semi-trailer was designed for the special requirements of the North American heavy-load transport industry in North America.

This multi-axle semi-trailer can be compressed very simply to the length of a 'tractor unit with trailer', i.e. less than 90 ft, so that it can be used in most states of the USA and in Canada without escort vehicles

Main characteristics

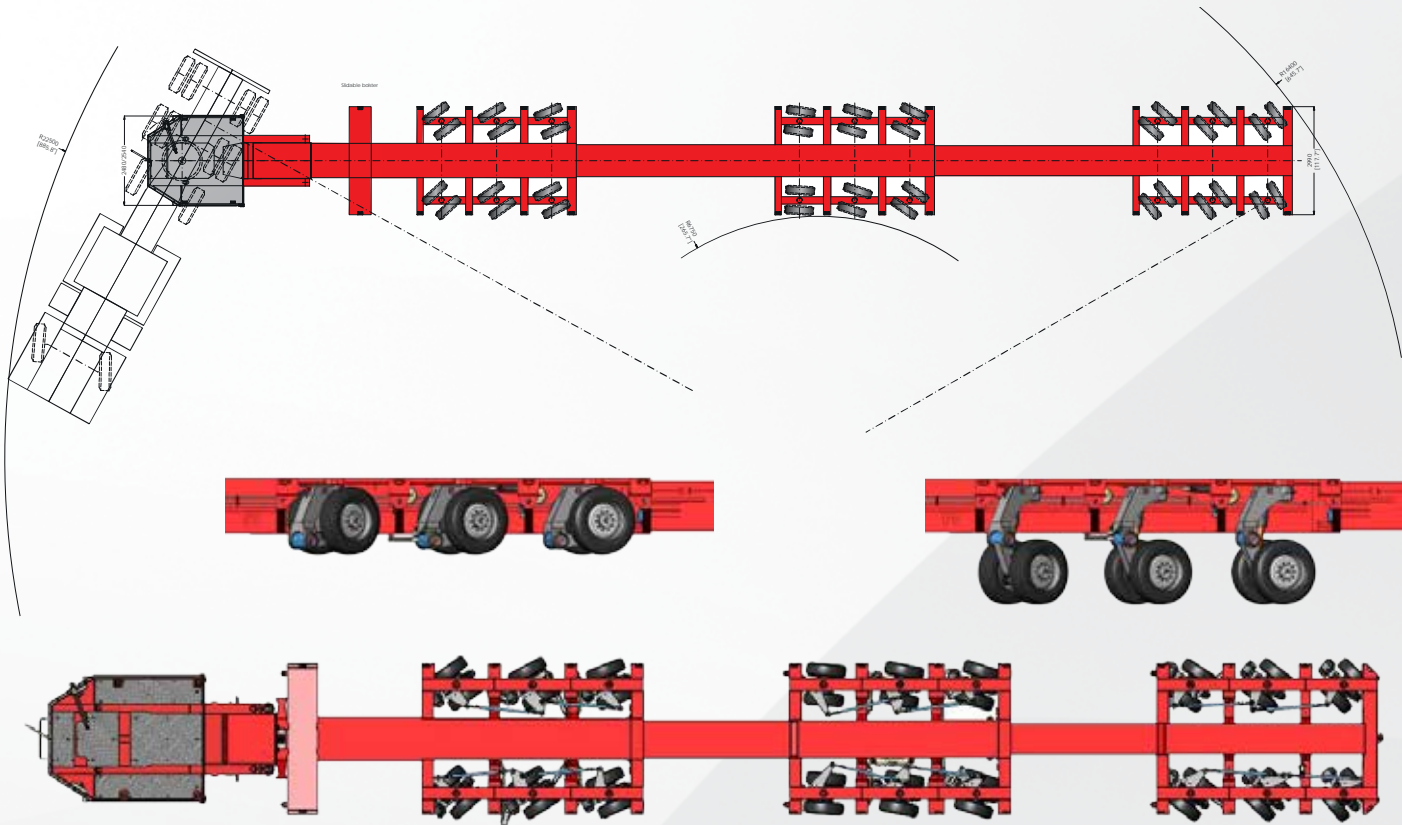
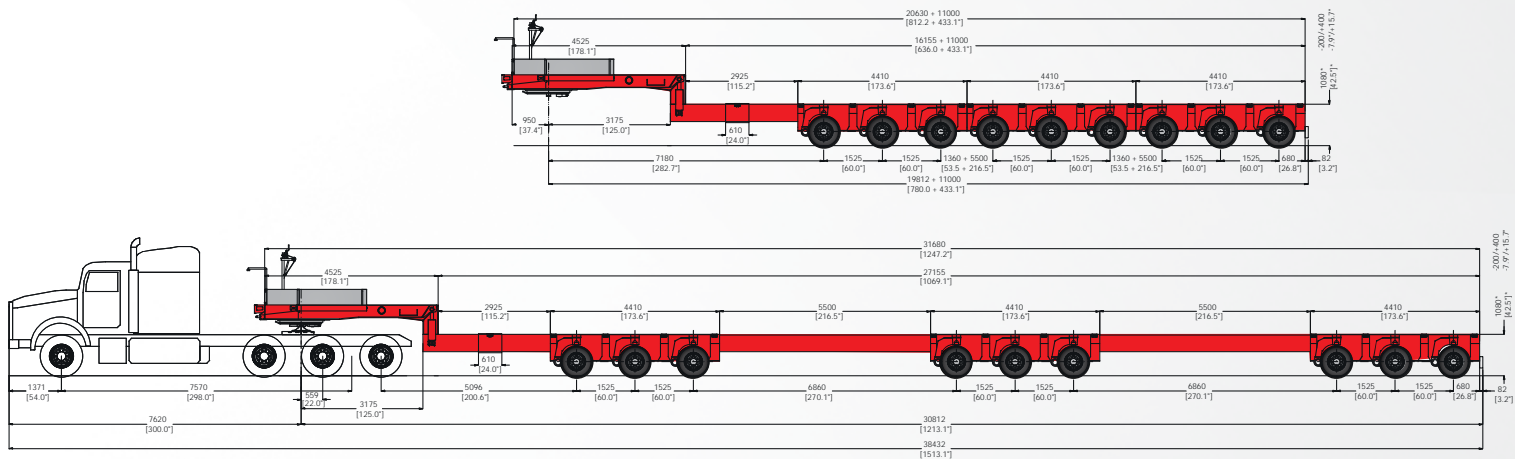
- Pendulum axles with a stroke of 23,6" and a turning angle of $-60^{\circ}/+60^{\circ}$.
- Very narrow turning radius allowing high maneuverability.
- The loading platform can be extended up to 1 070".
- The trailer can be very easily pushed together at a truck+trailer length not exceed 90' – this will allow to travel without escort in most of the states.
- All axles can be lifted.
- Hydraulic gooseneck compensating with the first axle group.
Max. 54 000 lbs of 5th wheel load at 20 000 lbs axle load.
Numerous shut-off valves in the hydraulic circuit allowing to optimize the hydraulic suspension.
- Extremely high points loads of 40 000 lbs can be applied over each axle bearing.
- Dead weight of +/- 62 500 lbs.
- Extremely strong chassis. A payload of 180 000 lbs spread over just 18' causes almost no deflection and allows a save travel at higher speeds.
- Trailer fully metalized.
- Multiple lashing rings and load fixing points.

Technological aspects of the HighwayMAX



■ Technical data

Speed	50 mph	80 km/h
Dead weight +/- 3 %	62 500 lbs	28 350 kg
Axle load 9 x	26 450 lbs	12 000 kg
5th wheel load	82 700 lbs	37 500 kg
Tires 36 x	245/70 R17.5 143/141 (146/146)	
Total weight	320 750 lbs	145 500 kg
Payload max	258 250 lbs	117 150 kg
Braked axles lines	9	
Overall lengths - king pin to rear	780" + 433.1"	19 812 mm + 11 000 mm
Loading length	636" + 433.1"	16 155 mm + 11 000 mm
Overall width	117.7"	2 990 mm
Gooseneck swing	125"	3 175 mm
Deck height	42.5" - 7.9" + 15.7"	1 080 -200/+400 mm
Total stroke	23.6"	600 mm
Outer turning radius front closed/extended	657.5"/885.5"	16 700 mm/22 500 mm
Outer turning radius rear closed/extended	417.3"/645.7"	10 600 mm/16 400 mm
Inner turning radius closed/extended	147.6"/265.7	3 750 mm/6 750 mm
Axle steering angle	60 °	





MAXPROTECT+

Maximum & long lasting protection

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.

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**



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