



FAYMONVILLE 
TRAILERS TO THE **MAX**

HIGHWAYMAX



**The highway semi-trailer
for special transport**

www.faymonville.us



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).

NOGINSK (RU)

since 2014 - 3.120 m²



LENTZWEILER II (LU)

since 2015 - 16.000 m²



LENTZWEILER I (LU)

since 2003 - 20.250 m²

The highway semi-trailer for special transport

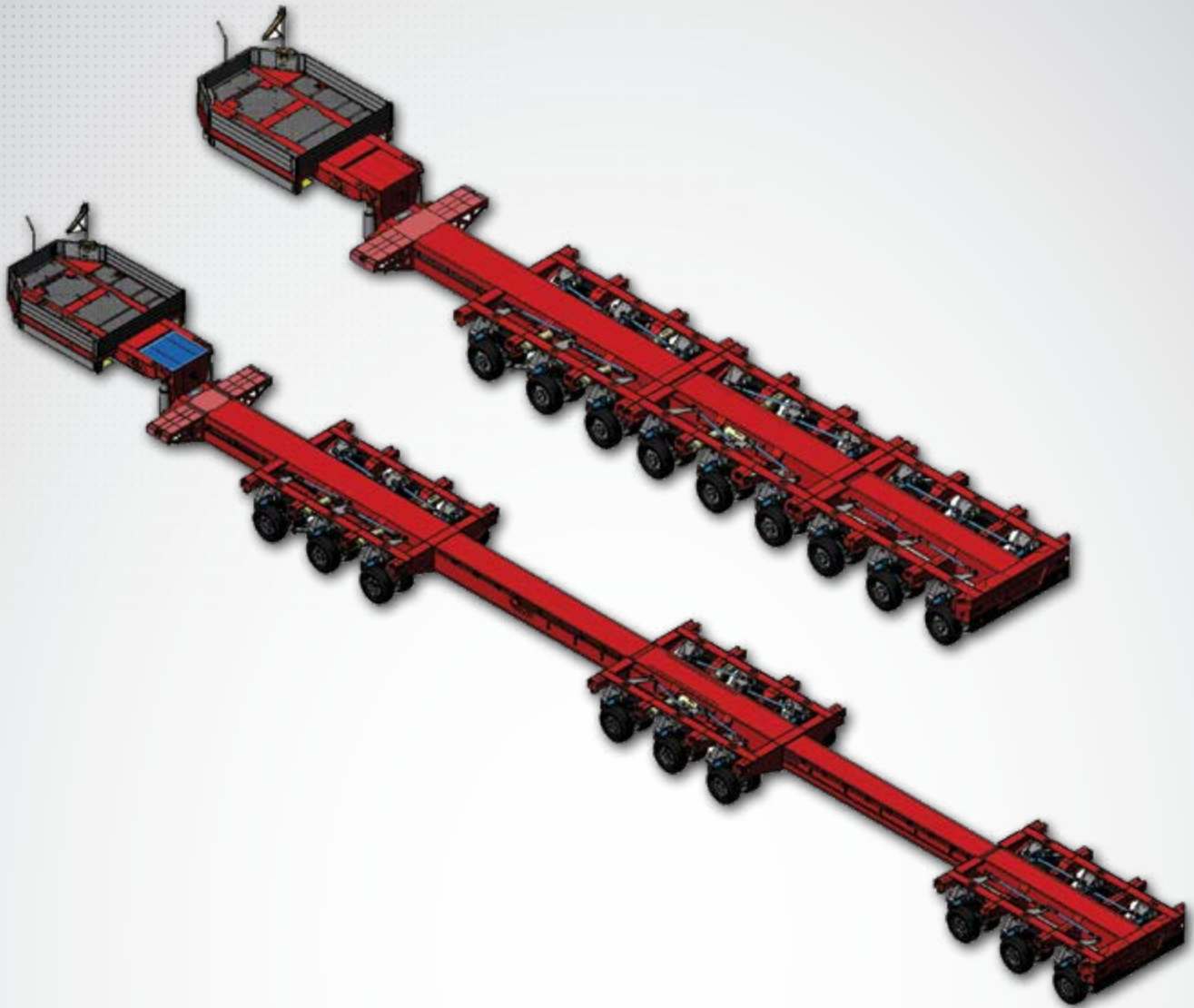
The Faymonville HIGHWAYMAX is an extendable heavy-load semi-trailer for the road with 9 hydraulically steered pendle axles and a technical payload of 260 000 lbs. This highway semi-trailer was designed for the special requirements of the heavy-load transport industry in North America.

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

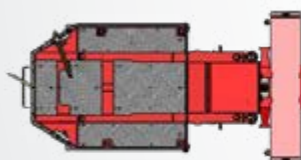
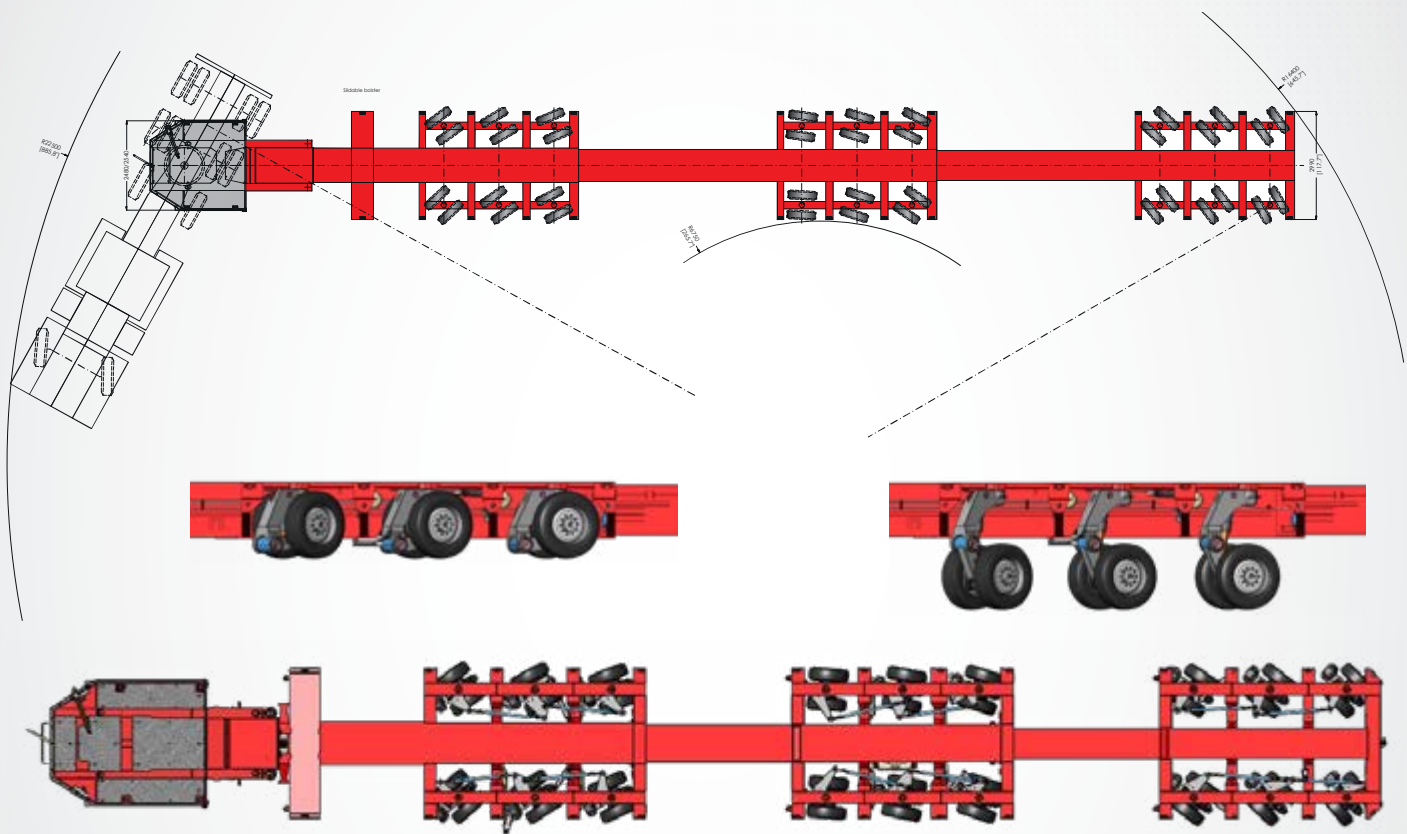
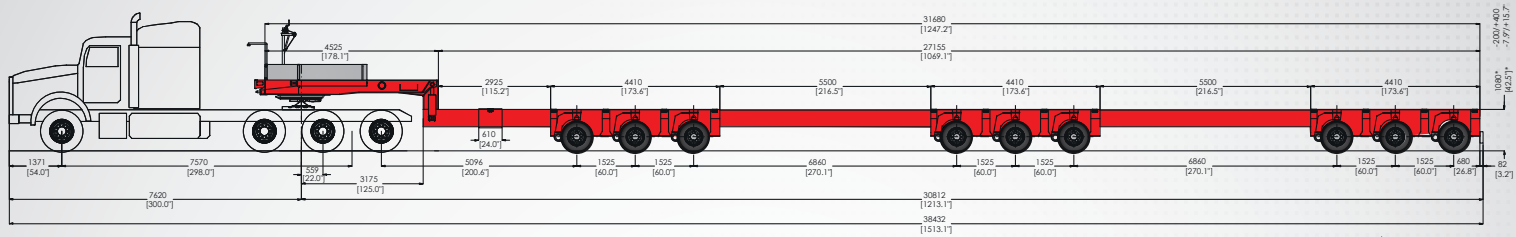
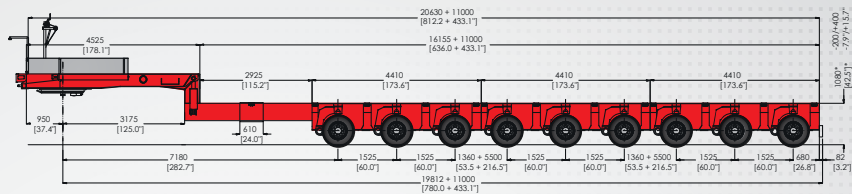
Main concept

- ✓ 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 89'
- ✓ 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





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	73 720 lbs	33 440 kg
Tires 36 x	245/70 R17.5 143/141 (146/146)	
Total weight	311 770 lbs	141 440 kg
Payload max	249 270 lbs	113 090 kg
Braked axles lines	9	
Overall lengths - king pin to rear	65' + 36' 2"	19 812 mm + 11 000 mm
Loading length	53' + 36' 2"	16 155 mm + 11 000 mm
Overall width	9' 10"	2 990 mm
Gooseneck swing	10' 5"	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	54' 9" / 73' 10"	16 700 mm/22 500 mm
Outer turning radius rear closed/extended	34' 9" / 53' 9"	10 600 mm/16 400 mm
Inner turning radius closed/extended	12' 4" / 22' 1"	3 750 mm/6 750 mm
Axle steering angle	60 °	



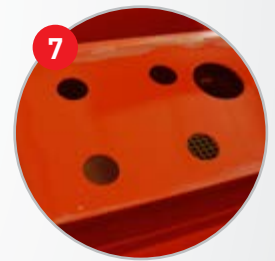
MAXPROTECT+

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



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