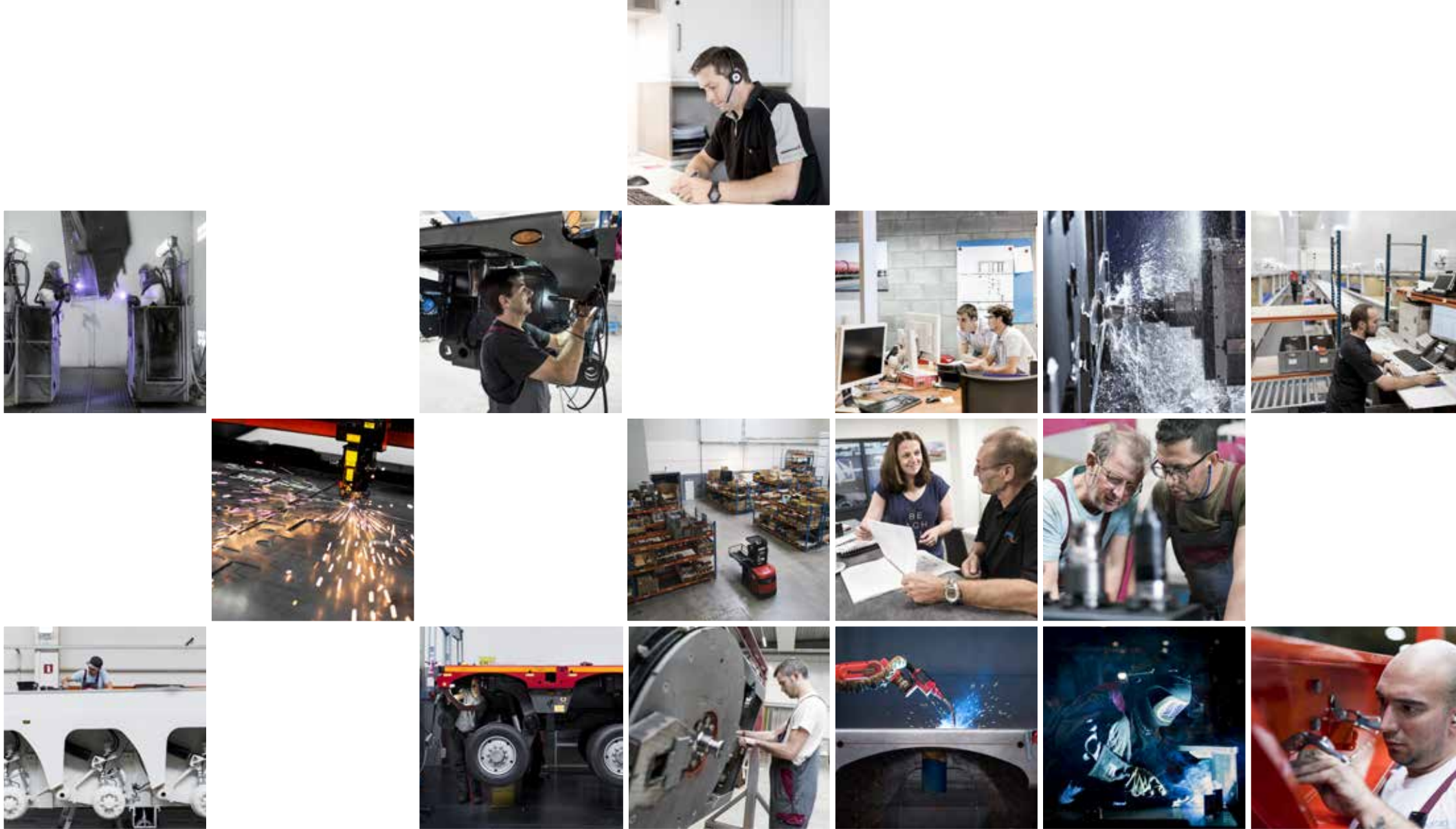


**FAYMONVILLE**   
**GROUP**





We are the leading full-range manufacturer of special vehicles for special transportation and heavy load transportation!  
Our brand portfolio includes transport solutions for payloads from 15 t to 15,000 t ... and beyond.  
Innovation, perfection and the highest quality characterise our efficient services  
and ever-growing product range.

**FAYMONVILLE**   
**GROUP**



Your way to the

**POLE POSITION**



# TRADITION & VISION

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





# WE OFFER SOLUTIONS

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We provide 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!

# 100% IN-HOUSE

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We trust our optimised 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 vehicles.





A photograph of two men shaking hands on a paved road. The man on the left is wearing a grey and maroon work jacket and grey trousers. The man on the right is wearing a black cap, a yellow high-visibility vest over a grey shirt, dark trousers, and white work gloves. To their right is the rear of a red truck with a white and red striped hazard sign. The background shows a green field and a cloudy sky.

# ALWAYS & ANYWHERE

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





## PREMIUM QUALITY AS STANDARD

Transport solutions  
for payloads of 15 t - 60 t

MAX Trailer is an innovative concept in the field of vehicle manufacturing. Standardised components and an appropriate manufacturing process make it possible to produce a very inexpensive and high-quality product. This quality is based on the sophisticated technical know-how and the many years of experience of the Faymonville Group, to which the MAX Trailer brand belongs.

The range consists of 2-axle to 6-axle trailers. All vehicles have a standard width of 2,540 mm and are partly telescopic. The standard model is equipped with air suspension and is available with rigid axles, with friction steered or hydro-mechanically steered axles.

# SEMI LOW LOADERS





## MAX100/110

The MAX100 is a 2 to 6 axle semi trailer, which is also available in extendible versions. MAX100 has been designed for special transport within the fields of industry, construction and public works. MAX110 is the version of the MAX100 with hydro-mechanical steering.

### MAIN FEATURES

- + 2-6 axles
- + Air suspension
- + Width: 2,540 mm
- + Total length:  
16,500 mm with traction engine 4x2, 6x2, 6x4
- + 17.5" tyres
- + Fifth wheel height loaded 950 - 1,450 mm



# FLATBED TRAILERS



## MAX200/210

The MAX200 is a 3 or 4-axle platform trailer, either extendible or non-extendible. All models correspond to a standard width of 2,540 mm and a maximum length of 13,600 mm. MAX210 is the version of the MAX200 with hydro-mechanical steering.

### MAIN FEATURES

- + 3-4 axles
- + Air suspension
- + Width: 2,540 mm
- + Total length: 16,500 mm with traction engine 4x2
- + Always with single tyres 17.5", 19.5" or 22.5"
- + Fifth wheel height loaded: 950 – 1,350 mm



## MAX410

Equipped with 3 to 5 axles, the MAX410 platform semi-trailer with "hydro-mechanical" steering is able to easily and cost-effectively transport even the heaviest crane components and crane weights to their respective operating location.

### MAIN FEATURES

- + 3-5 axles
- + Air suspension
- + With "hydro-mechanical" steering
- + Width: 2,540 mm
- + Always with single tyres 22.5"
- + Fifth wheel height loaded: 1,280 – 1,400 mm



# LOW BED TRAILERS







## MAX510

The MAX510 is a low bed trailer geared to the execution of heavy load transports and special transports. Thanks to the low loading height, it is the ideal vehicle for the transportation of tall goods. The retractable gooseneck allows easy loading from the front.

### MAIN FEATURES

- + 2 axles
- + Air suspension
- + Width: 2,540 mm
- + Total length:  
16,500 mm with traction engine 4x2, 6x2, 6x4
- + 17.5" tyres
- + Fifth wheel height loaded 1,200 - 1,350 mm



# TRAILERS



## MAX300

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The MAX300 is a trailer with 2 or 3 central axles and ramps. MAX300 is designed for machine transportation.

### MAIN FEATURES

- + 2-3 axles
- + Air suspension
- + Width: 2,480 - 2,540 mm
- + 17.5" tyres



## MAX600

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The MAX600 is a turntable trailer with 3 or 4 axles and air suspension designed for the construction and public works sector. This vehicle has an entirely flat loading area, and is extremely robust and ideal to transport excavators, construction equipment and other work equipment.

### MAIN FEATURES

- + 3-4 axles
- + Air suspension
- + Width: 2,540 mm
- + 17.5" tyres





# FAYMONVILLE

TRAILERS TO THE **MAX**



Transport solutions  
for payloads of 20 t - 500 t

Faymonville manufactures trailers, low loaders and modular vehicles  
for payloads from 20 t up to 500 t.

Using a modular building system, Faymonville offers customer-specific solutions that are  
designed for all requirements outside the conventional standards.  
We are the experts in the exceptional. Special vehicles from Faymonville are used to transport  
oversized loads around the world. Anything tall, long, wide or heavy!

Faymonville products excel in their technical precision and quality of processing.

[www.faymonville.com](http://www.faymonville.com)



# SEMI LOW LOADERS



## MULTIMAX

### The allrounder

The MultiMAX is the economical and flexible solution to a multitude of different transport tasks – a true allrounder! This product family covers particularly versatile and extensive areas of application. The MultiMAX is a tried and tested product series with a complete range of specific options to enable precisely tailored vehicle combinations.

#### MAIN FEATURES

- + Especially versatile and extensive
- + 2 - 10 axles
- + High payload up to 120 t
- + Extendible up to 36 m
- + With or without ramps
- + A variety of axle systems



## MULTIMAX PLUS

### Simply useful

The MultiMAX Plus is a lightweight low loader that has been optimised for different transport tasks in the European area. The MultiMAX Plus is based on 2 to 4 axles and has optionally one extension. Due to its low dead weight, the MultiMAX Plus enables pan-European transport tasks to be accomplished with maximum payloads, while adhering to national regulations for normal freight traffic.

#### MAIN FEATURES

- + Manoeuvrable and versatile
- + Available with wheel recess, excavator trough or hydraulic lifting bed
- + Loading area 1x extendible
- + Single or double ramps as well as aluminium ramps



# LOW BED TRAILERS





## MEGAMAX

The MegaMAX low bed semi-trailer is the optimum solution when transporting tall goods, industrial parts or machines. The low beams with a height of just 225 mm have proven to be the decisive trump card here. Not only that, the MegaMAX stands for maximum manoeuvrability and flexibility in use. The MegaMAX is a tried and tested product series with a complete range of specific options to enable precisely tailored vehicle combinations.

### MAIN FEATURES

- + Low loading height
- + Retractable gooseneck
- + 1 - 8 axles
- + A variety of low bed
- + A variety of axle systems

## VARIOMAX

Low bed trailer with pendle axle chassis between the gooseneck and the low bed. VarioMAX is a particularly adaptable and versatile series of semi-trailers, consisting of a front and rear bogie, based on 3 to 6 axles. The low loading height and high payload of the VarioMAX are the economical and flexible solution for numerous different tasks within heavy load transportation or special transportation.

### MAIN FEATURES

- + Low loading height
- + High payload
- + Retractable gooseneck
- + Available with 17.5" or 19.5" tyres
- + A variety of low bed

## GIGAMAX

### Low beds - high performance

Low bed trailer with integrated pendulum axle in the gooseneck. The GigaMAX is a low bed trailer designed for heavy load transportation and special transportation. Based on 3 to 6 axles, the GigaMAX can cope with a high technical payload while featuring a compact design. The pendulum axles integrated in the gooseneck contribute to a further reduction of the total length of the gross laden weight and the dead weight.

### MAIN FEATURES

- + Length and weight optimised construction
- + Maximum manoeuvrability and efficiency during loading and transport
- + Retractable gooseneck
- + Available with 17.5" or 19.5" tyres



# FLATBED TRAILERS



## TELEMAX

### When length matters

Due to its extending loading platform, the TeleMAX flatbed semi-trailer is ideally suited for the transportation of particularly long or bulky loads.

Its greater steering angle additionally guarantees optimum manoeuvrability with the highest possible payloads. The flatbed semi-trailer therefore fulfils all conditions for the time-efficient and cost-effective transportation of long or bulky goods, for example, wind power plants or building structures.

#### MAIN FEATURES

- + Extendible up to 4 x
- + Greater steering angle
- + Axles with air or hydraulic suspension
- + Pendulum axles

## CARGOMAX

### Compact power

The Faymonville CargoMAX is a flatbed semi-trailer specialising in the transportation of crane components and weights. Depending on the equipment with 3 - 8 axles, the CargoMAX 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 FEATURES

- + 3 - 8 axles
- + For the transportation of compact and particularly heavy goods
- + Tried and tested load security systems

## TIMBERMAX

### The forest champion

TimberMAX is a semi-trailer with 2 or 3 axles, optimised for the transportation of short wood and logs.

The vehicle is designed so that it is ideally manoeuvrable for on and off-road use – optimal for challenges when doing forestry work, both pushed together and telescoped. When loading or steering, the bogie ensures optimum stability with consistently high manoeuvrability.

#### MAIN FEATURES

- + Chassis with frame made of QTSE 690 fine-grained steel
- + Epsilon S 260L 82-87-97 base crane or 270 83-88-98 and other
- + EXTE stakes Type 144 or Type E9 for loading 3, 4 or 5 piles of short wood and long wood up to 21 m
- + Protective grid, fifth wheel plate and working headlight



# INLOADERS



## PREFAMAX

### Leading technology to move precast elements

The PrefaMAX inloader is the ideal solution when it comes to the transportation of concrete components. The fully metallised PrefaMAX stands out thanks to high operational safety while offering optimal efficiency. With a total width of less than 2.55 m, the PrefaMAX is within the norms for standard transports, with the advantage that any additional costs arising for escorts and special authorisations can be avoided.

#### MAIN FEATURES

- + Low empty weight
- + Air or hydraulic suspension
- + Also available in telescopic version
- + Clamping system, designed and certified for 30 t
- + Fast loading and unloading of the frames



## FLOATMAX

### Move glass with class

The Faymonville FloatMAX is a multi-functional inloader for the transportation of glass. Built on 3 axles and equipped with a sophisticated securing system, the FloatMAX semi-trailer guarantees a high level of loading safety for the transportation of heavy and tall glass panes.

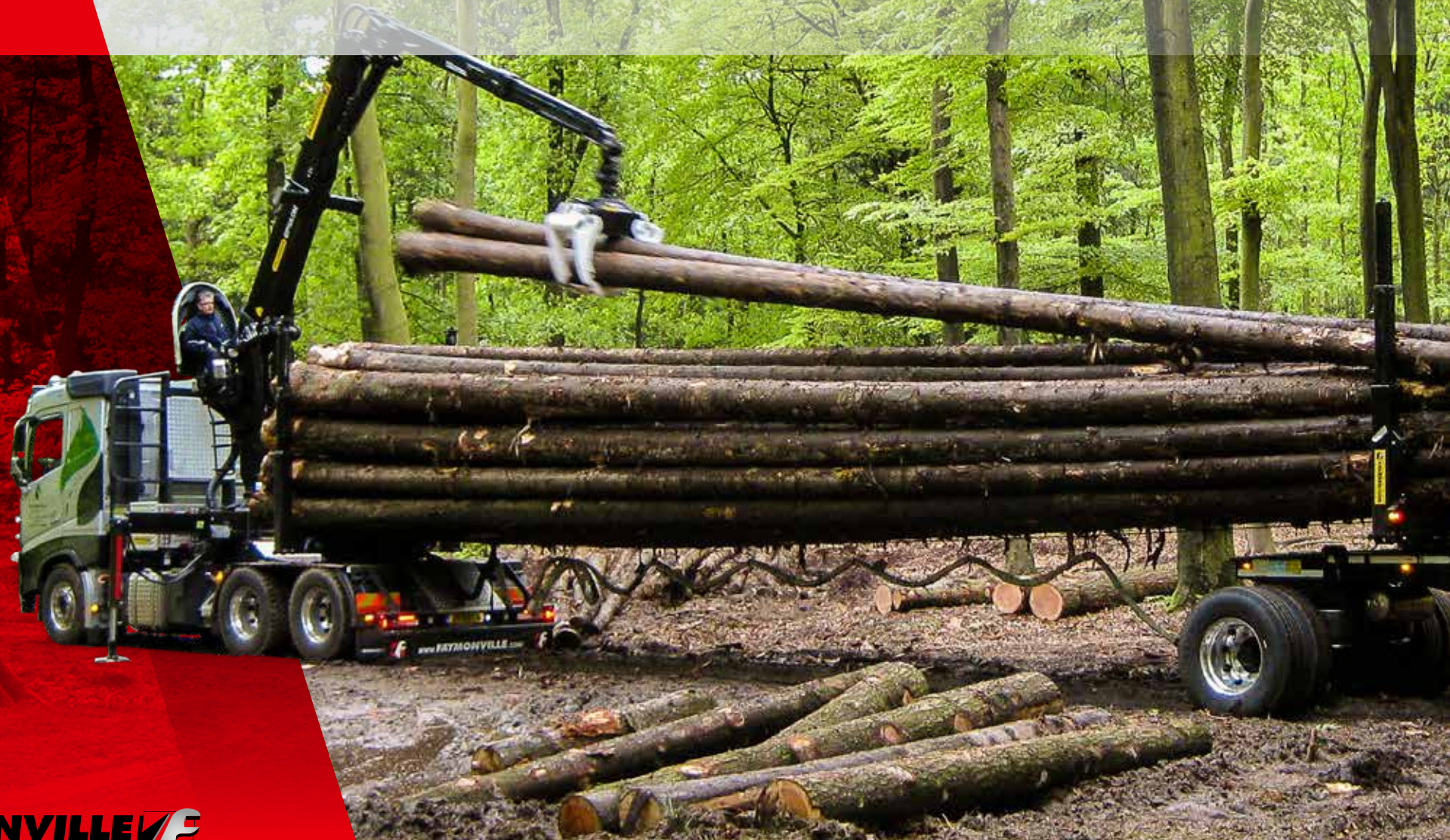
It is partially metallised as standard.

#### MAIN FEATURES

- + Reduced transport costs thanks to a low dead weight and high payload
- + Continuous solebar pipes for maximum stability
- + Sophisticated aerodynamics and optimal load distribution
- + High level of ride comfort
- + Optionally with and without front lifting device



# SELF-STEERING TRAILERS





## FLEXMAX

### Designed for self-supporting loads

The FlexMAX is a self-steering trailer with 2 - 5 axles for the transportation of self-supporting long material. It is provided with an adjustable steering system that autonomously follows the traction engine. Using a turntable on the traction engine, or in combination with a 2 or 3 axle dolly in front, the agile FlexMAX can transport even the most extreme loads of considerable weights.

#### MAIN FEATURES

It is available in 2 different versions depending on the cargo:

- + Self-steering trailer for the transportation of long material
  - + Lightweight self-steering trailer for the transportation of long wood
- + 17.5", 19.5" or 22.5" tyres



# MODULAR VEHICLES





## COMBIMAX

### Define & combine!

The CombiMAX is a unique, far-reaching low loader concept, the idea of which is based on the variety of combinations with standardised components. The principles of modularity and flexibility are applied to the trailers and semi low loaders for medium to heavy payloads between 50 and 250 tonnes. The CombiMAX can be tailored individually to every transport requirement.

"Define your transport task - configure your vehicle solution!"

#### MAIN FEATURES

- + 50-250 t payloads
- + User-friendly operating concept
- + Optimised dead weight
- + Maximum return on investment
- + Combination of 17.5" and 19.5" bogies
- + Combination of bolt coupling, trough, add-on-beam, hook coupling and telescoping



## MODULMAX

### Power your projects!

The Faymonville ModulMAX is a combinable road-going transport module with 2 - 6 axle lines and a total payload of up to 5,000 t. The ModulMAX offers seamless interoperability with identical vehicles from other manufacturers. This variety of combination makes the ModulMAX a guarantor of flexibility and economy for the most complex heavy load transports.

#### MAIN FEATURES

- + Interoperability
- + Axle loads up to 45 t per axle line
- + Hydraulic axle compensation with a stroke of up to 650 mm
- + Pivot-mounted bogie with 60° steering angle
- + Strengthened loading area outer fields with point loads of up to 80 t



# VEHICLES FOR NORTH AMERICA



## MEGAMAX-US

The 3 or 4 axle low bed trailer is the ideal solution for extremely high and bulky goods, for example, industrial parts, machines and large capacity containers.

The "hydro-mechanical" steering is unique in North America. It allows optimal manoeuvrability and allows access to very narrow areas, such as construction sites, power plants or inner cities. The steerable fourth docking axle is the latest innovation within the vehicle series. This tool increases the permitted payload and allows for even more versatility in transportation from state to state.

### MAIN FEATURES

- + 42° steering angle for ideal manoeuvrability
- + Gooseneck with 2,800 mm turning radius
- + Extendable low bed with 350 mm driving height and 100 mm ground clearance
- + Flatbed with 275 mm driving height and 100 mm ground clearance
- + Air suspension with a total stroke of 240 mm
- + Fully galvanised frame for the best corrosion protection available on the market
- + Fully complies with the specific dimensional and DOT requirements in North America

## HIGHWAYMAX

The HighwayMAX is a semi-trailer with 9 hydraulically-steered pendulum axles. The vehicle can be very easily stretched and retracted between the individual 3-axle groups. Therefore, it can be infinitely adjusted in accordance with different states' road regulations. When closed, the total "truck and trailer" length doesn't exceed the statutory standard value of 27.43 m. This means that it can travel without escort throughout most states. Thanks to the king-pin steering, the HighwayMAX follows the truck as if by command. The HighwayMAX-2 has a detachable 3-axle booster that significantly increases the payload capacity.

### MAIN FEATURES

- + Hydraulically steered pendulum axles with a stroke of 600 mm and a steering angle of 60°
- + Point loads of 20,000 kg above the axle carriers and 40,000 kg above the central carrier
- + Low dead weight of +/- 28,350 kg
- + HighwayMAX: Permissible payload up to 77,110 kg / technical payload up to 111,580 kg
- + HighwayMAX-2: Permissible payload up to 92,980 kg / technical payload without booster up to 124,750 kg
- + Fully galvanised frame for the best corrosion protection available on the market
- + Fully complies with the specific dimensional and DOT requirements in North America

## MULTIMAX-US

The extendable Faymonville MultiMAX 3+3 semi low loader with an offset loading area is a real all-rounder for a wide variety of heavy-duty tasks up to a payload of 55 t. This type of vehicle is suitable for very versatile cargo types in North America due to the flexibly adjustable distances between the two 3-axis groups.

High-tech in outstanding quality for the North American market. Easy handling and sophisticated technology enable safe and efficient heavy load transports.

### MAIN FEATURES

- + Closed loading area for versatile use
- + Flexible distances between the two axle groups - 4,290 or 4,880 mm
- + Extendable loading area up to 23,610 mm (+ 4,100 mm gooseneck)
- + Loading height of 950 mm (stroke of -100/+140 mm thanks to air suspension)
- + Fully galvanised frame for the best corrosion protection available on the market
- + Fully complies with the specific dimensional and DOT requirements in North America



# VEHICLES FOR NORTH AMERICA



## TELEMAX-US

The TeleMAX is a flatbed trailer that is ideal for the transportation of wind vanes or generally very long items. The loading platform of the US version is three- or four-fold telescopic up to a total length of 53,600 mm.

An additional pullout at the rear of up to 7,500 mm allows also for a longer overhang.

### MAIN FEATURES

- Up to 4x extendible, plus pullout at the rear
- "Hydro-mechanical" steering for optimum manoeuvrability
- Large steering angle of 55° for easy access to narrow areas
- Low loading height
- With air suspension (200 mm stroke)
- Fully galvanised frame for the best corrosion protection available on the market
- Fully complies with the specific dimensional and DOT requirements in North America

## DUALMAX

The Faymonville DualMAX is a modular heavy load trailer system for the highest payloads, specially designed for North America.

Faymonville has also developed the patented "lift&shift" system, by which the modular system can be widened under load from 4,265 mm to 4,875 mm, 5,485 mm or 6,095 mm. This extremely fast and user-friendly feature allows adaptations to be made in accordance with different states' road regulations.

### MAIN FEATURES

- The axles can be widened under load from 4,265 mm to 4,875 mm, 5,485 mm or 6,095 mm
- Lightweight design with a dead weight of approx. 5,980 kg/axle line
- Pendulum axles with a steering angle of - 55° / + 55° and a stroke of 750 mm
- Axle load of 23,990 kg at 80 km/h
- Extremely high point load of up to 18,140 kg per axle carrier
- Fully galvanised frame for the best corrosion protection available on the market
- Fully complies with the specific dimensional and DOT requirements in North America

## MODULMAX

The Faymonville ModulMAX is a series of combinable road-going transport modules (with 2-6 axle lines) and numerous components and accessories (such as low beds, goosenecks and turntables) that can achieve a total payload of up to 5,000 t.

This type of vehicle provides seamless interoperability with identical vehicles from other manufacturers (S-ST, G-SL). The variety of combination options as well as the user-friendly operating concept makes the ModulMAX a guarantor of flexibility and economy for complex heavy load transports.

### MAIN FEATURES

- Axle load up to 45,000 kg per axle line
- Hydraulic axle compensation with a stroke of 600 mm
- Pivot-mounted bogie with 60° steering angle
- Strengthened loading area outer fields with point loads of up to 80,000 kg
- Can be coupled together with numerous transportation devices and equipment such as goosenecks, drawbars, facilities for long materials, low-loader trailers, flatbed trailers or excavator decks
- Fully galvanised frame for the best corrosion protection available on the market



DW CATCHER



Self-propelled modular vehicles, heavy-duty modules and industrial transporters for payloads of up to 15,000 t ... and beyond!

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Since being acquired in 2017 by the Faymonville Group, Cometto is the specialist for the development and manufacture of heavy-duty modules and self-propelled modular vehicles for service loads of up to 15,000 tonnes ... and beyond.

The company also offers special heavy load transporters for industrial applications: Shipyard and steelwork transporters as well as conveyance systems.

# MODULAR VEHICLES







## MGSL/ 1MS SERIES

### Heaviest loads on modular axle lines

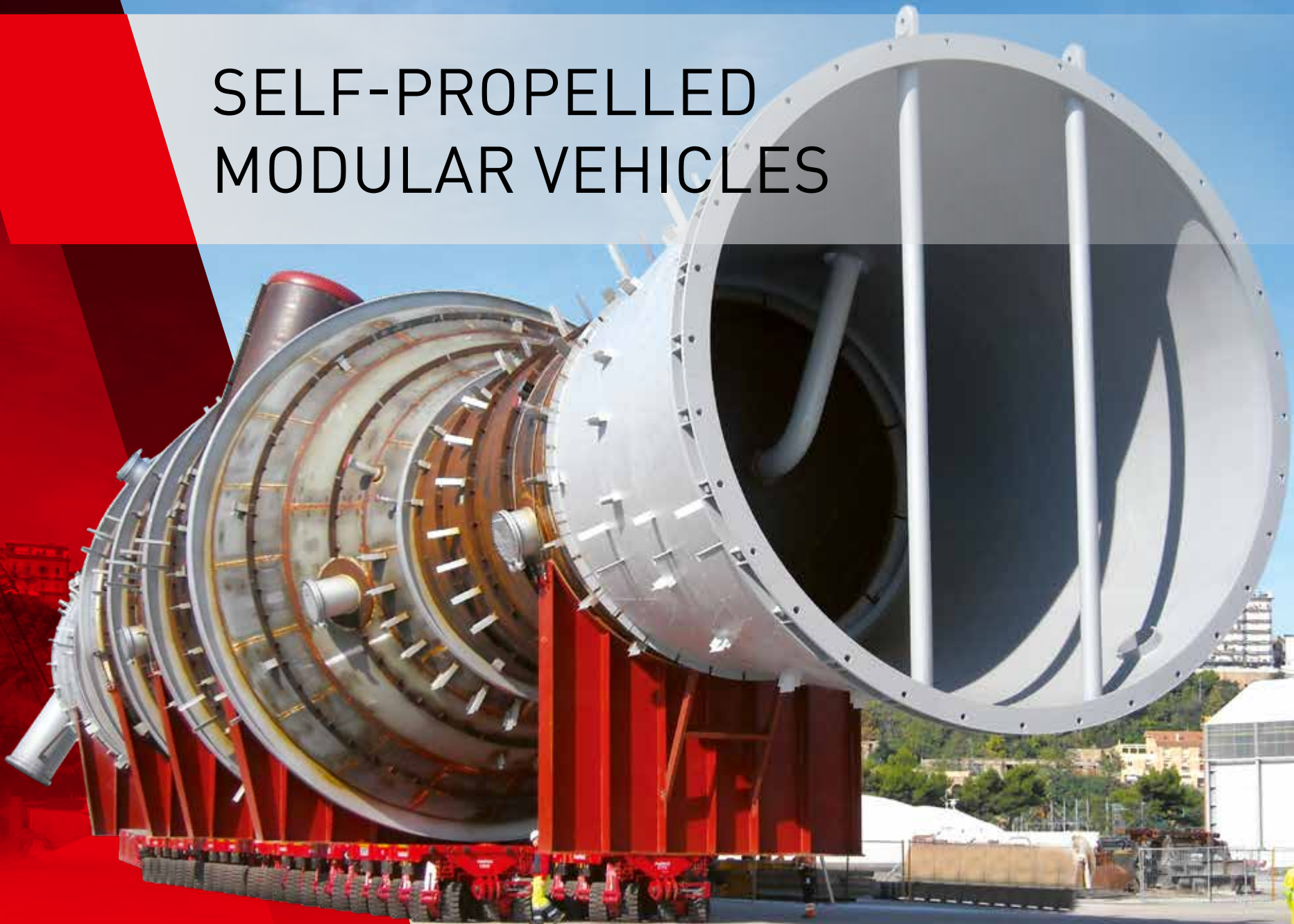
Because of the modular platform with 2 to 6 axles, Cometto's modular transporter exceeds the highest payloads of 50 to 5,000 t. With this type of trailer, you can achieve maximum flexibility for the most varied and difficult fields of activity! It is intended for public transport, off-road transport and in-house transport.

#### MAIN FEATURES

- + The highest bending moment on the market
- + Point loads up to 50 t above the wheel arches
- + Point loads up to 80 t above the crossmembers
- + Axle load of up to 45 t



# SELF-PROPELLED MODULAR VEHICLES



## MSPE

Cometto's MSPE electronic, self-propelled modular vehicles provide a complete transport system for industrial facilities, ro-ro operations and heavy load transports. The MSPE system includes different families with different characteristics, dimensions and bearing loads while maintaining central similarities that allow full interchangeability between different product lines.

### MAIN FEATURES

- + Electronic steering
- + Modules with 3 to 6 axle lines
- + 40 - 70 t axle line bearing load
- + Width 2.43 m and 3.00 m
- + Power packs of 130 kW up to 368 kW in stage IIIA up to V
- + COSMO and TELEMAKHOS software



## MSPM

Cometto Mechanically steered, Self-Propelled Modular trailers (MSPM) provide the necessary traction when the use of traction engines is not possible, and therefore it is the ideal solution for operating modular trailers for ro-ro, unloading operations and operations on site.

### MAIN FEATURES

- + Mechanically steered
- + Modules with 4 and 6 axle lines
- + 45 t axle line bearing load
- + Power packs from 231 kW to 340 kW in stage IIIA to V
- + Up to 5 propelled axle lines
- + Compatible with MGSL and 1 MS modules



## APMC

The APMC system is a unique vehicle concept on the market. APMC means: Self-propelled heavy-duty module with Assist mode and conventional steering.

- ASSIST MODE: Traction engine
- SELF-PROPELLED TRAILER MODE
- TRAILER MODE: Conventional trailer on public roads with decoupled drive axles

### MAIN FEATURES

- + Modules with 4 and 6 axle lines
- + 36 t axle line bearing load
- + Up to 3 propelled axle lines
- + Power packs from 201 kW to 231 kW in stage IIIA to V
- + Compatibility with MGSL module



# INDUSTRIAL TRANSPORTERS



## SYT

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The SYT shipyard transporter is the ideal vehicle, ergonomically designed for the safe and efficient transportation of ship sections, plates, ship machines and other heavy shipbuilding components. The vehicle offers maximum flexibility thanks to its ability to be coupled with larger or smaller units, and its suitability for concentrated and distributed loads.

### MAIN FEATURES

- + Up to 12 axle lines
- + Suspension bearing load of 32 t to 45 t
- + Width in standard configuration up to 6 m
- + Power pack from 202 kW to 405 kW in stage IIIA to V in standard configuration
- + Coupling options – side by side or back to back
- + Electronic steering
- + Hydrostatic transmission
- + Driving cab and/or remote control



## ETH/ETL

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Lift transporters (ETL/ETH) from Cometto are specialised pallet transporters designed for the safe and efficient handling of distributed loads (such as plates and pipes) or short and concentrated loads (such as casting crucibles and heavy castings). The vehicles are available with high (ETH) or low (ETL) driving cabs. Both versions provide the best visibility for the correct application.

### MAIN FEATURES

- + Up to 8 axle lines
- + Suspension bearing load of up to 32 t
- + Minimal width of 2.43 m
- + Mechanical or electronic steering
- + Hydrostatic transmission
- + Driving cab and/or remote control



# BEST CORROSION PROTECTION

## **MAXPROTECT+**

Weathering and environmental influences additionally to corrosion and stone chips are the biggest enemies of steel structures.

For the long-term protection of the surfaces of trailers and semi-trailers, Faymonville relies on MAXProtect+, a fully coordinated and meticulously optimised surface treatment system.

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

This perfectly optimised MAXProtect+ process guarantees the best surface protection throughout the industry with a quality that exceeds that of the commercial vehicle sector many times over.



# EVERYDAY SUPPORT

Sophisticated software from our company will help you to plan your transport tasks in concrete terms! Often preparation involves many questions: How does my vehicle have to be built to transport the cargo? How do I place them optimally? Direct answers can be found using our sophisticated and user-friendly simulation software.

There, various scenarios can be simulated before implementation. The goal: Theoretically work out what is practically possible!

All these programs are a mix of technology, mathematics, physics and computer science.

From the PC, the printed results can be taken to the work area, so that the driver keeps all important information in mind when preparing and loading the vehicle.







# **WE IMPROVE PERFORMANCE!**

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COMPREHENSIVE SERVICE & CARE  
THANKS TO OUR SPECIALISTS

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# EDUCATION & TRAINING

Exchanging knowledge from one expert to another.

As part of vehicle delivery, our customers will receive detailed training and all the information they need to operate their new vehicles. From one expert to another.

We demonstrate how to operate the trailer to familiarise you with the new product. The operating manual provided in the customer's native language can be used as a reference during everyday operation.

For longer stays, we offer drivers accommodation and a meal in our in-house restaurant.





# OUR 24-HOUR SERVICE

We are always right by your side!

For us, the customer is king! We offer permanent, around-the-clock telephone support. This can be a way to find solutions 'at a distance'. Our qualified employees speak multiple languages and are always up-to-date when it comes to mechanics, electrics, hydraulics or pneumatics.

Our 24-hour service includes mechanics who are always on call with fully equipped emergency vehicles. They are ready to go anywhere you need practical assistance as a customer. They are perfectly equipped to solve the most difficult problems on site.

**24/7 SERVICE HOTLINE**

**Faymonville & MAX Trailer: +32 80 64 01 88 // Cometto: +39 0171 26 33 30**





# EFFICIENT DISTRIBUTION OF SPARE PARTS

For constant operational safety.

We guarantee the supply of spare parts and small accessories for all our vehicles to ensure constant operational safety. As part of our comprehensive customer service, we ensure that requested vehicle components are sent on their way as quickly as possible.

All orders that are received electronically before 2 PM will be packaged and shipped on the same day.

Our employees will offer you expert advice with the best product knowledge it takes to find the perfect solution for your request.







# REPAIRS & MAINTENANCE

For long-term vehicle use.

For improved performance, reliability and ideal value retention.

Traditional repairs: The extreme conditions within heavy load transportation and special transportation demand a lot from the vehicles during everyday operations. Maintenance is part of the vehicle's life, either due to wear and tear, accidents or fire damage.

Complete general servicing, maintenance and overhauls: Following the principle 'from old to new', our highly experienced mechanics work wonders on vehicles. Faulty and worn parts are replaced. Repair and maintenance work is carried out at our operating sites in Bütgenbach (Belgium), Goleniow (Poland) and Russia (Noginsk). Our knowledgeable and qualified contacts guarantee direct support everywhere. Additionally to that Faymonville Trade & Services in Landsberg am Lech (Germany), where both brand-neutral and general servicing, maintenance and overhauls are carried out.

Crane superstructures for the transport of timber: Truck crane superstructures for the transportation of timber are a traditional area of work at Faymonville Service in Bütgenbach (Belgium). The superstructures are bolted onto the frame of a traction engine, while naturally also complying with the manufacturers' superstructure guidelines.





# FINANCING & LEASING

Your ideal partner for leasing, renting and direct sales!

The Faymonville Group offers a variety of purchase and leasing solutions that can be adapted to suit customers' individual needs. Compared with providers who solely offer financial services, we have extensive knowledge of the industry and extensive understanding of customer requirements. We act as a recognised leasing agent and offer tailored financing opportunities to companies from different sectors.

Our solutions include not only the acquisition of new trailers but also additional services such as maintenance or used vehicle returns (with overhaul and resale). Apart from carrying Faymonville products, the range of services provided includes financing, leasing or the short-term and long-term hiring of tractor trucks, trailers, tippers, and complete vehicle combinations. In addition to traction engines from well-known brands such as Mercedes, MAN and Iveco, our product range includes semi-trailers from MAX Trailer and Faymonville, trailers from Schmitz Cargobull or tippers from Meiller and Schmitz Cargobull.

[www.max-rental.eu](http://www.max-rental.eu)

# STATE-OF-THE-ART INFRASTRUCTURE OPTIMALLY CONNECTED LOCATIONS



# FACTS

**5** Production facilities in Luxemburg, Poland, Belgium, Italy and Russia

**100%** in-house

Worldwide distribution throughout

**125** countries

More than

**1,000** employees

**150,000** m<sup>2</sup>  
production area





The close integration of production sites plays a decisive role for us in ensuring an optimal production dynamic. All sites deliver each other, and each has its own focus and competence with its own identity.



**LUXEMBURG** - LENTZWEILER  
**POLAND** - GOLENIOW  
**BELGIUM** - BÜLLINGEN  
**ITALY** - BORGO SAN DALMAZZO  
**RUSSIA** - NOGINSK





[www.faymonville.group](http://www.faymonville.group)



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