

THE **XXL** PROJECT

Self-propelled Cometto in action



16

In conversation with
Edgar Schröder

24

CombiMAX provides
increased payloads

27

Major contract
for MAX Trailer

Unlimited flexibility

CombiMAX provides increased payloads

24



XXL Jobs

Cometto MSPE at Krebs Korrosionsschutz GmbH

18



16

People to the MAX

In conversation with
Edgar Schröder



6

Tools for the high mountains
Through the Alps with VarioMAX



14

A day on the road with...
... Günter Willwert
(Lehnen Company)

4 **Maximum digital**
The road to the future!

5 **The MAX Trailer success story**
Increased capacity at the Polish plant

8 **In the lead**
Precision work for a space telescope

10 **Teaming up across the shipyard**
Cometto specialty vehicles in Romania

More than 1,000 specialists!
12 Faymonville Group breaks
the sound barrier

The smart solution
22 HighwayMAX-2 for even higher
payload in the USA

Falco and Co.
26 Load distribution software
as everyday support

MAX Trailer supplies rental specialists
27 26 semi-trailers for Ardent
Hire Solutions

Ready for the desert
28 A strong partnership with
Orient Heavy Haulage

**The destination is in the
rear-view mirror**
30 With forced steering and
good judgement

32 **News – News – News**

34 **A green step ahead**
Energy savings with energy management

MAXIMUM DIGITAL

“Digitalisation” – the word alone creates panic for some. The unknown often leads to a frenzied scramble. Why is that? Basically, digitalisation is one of the greatest challenges of our time. The path from analogue to digital brings about far-reaching changes. At the Faymonville Group, we see this as an exciting challenge.

There is no reason to shy away from it. Naturally, this can only work if the necessary preparations have been taken care of. Or as one would say in IT terms: before the software, the hardware has to be right.

Within that sector, companies do not hold all the reins. Public authorities are required for framework and environmental conditions. This applies to numerous factors, from developing the fibre optic network to comprehensive coverage for mobile communications. They need to create initiatives that ensure that everything around it works and fits together.

Only then can digitalisation be tackled and driven forward.

To ensure that Industry 4.0, Technology 4.0, and Work 4.0 are developed everywhere, a few more tasks need to be completed on a political level. At the Faymonville Group, we have been preparing for digitalisation for years.

Thanks to our 65-million-euro investment over the last five years, we are ready and prepared for the future. The foundations are set and we can now continue to implement digitalisation into the workflow and increase its share in our operations.

We approach Challenge 4.0 systematically and methodically. We can do this because we have been committed to this project for quite some time. Lean, process and flow have always the focus in our customer-oriented approach. Continued automation, and especially digitalisation, will enable us to adapt our future processes to the permanent change more quickly and more flexibly.

Being one step ahead: this motivation and drive will once again serve us greatly to tackle all current and future developments.

Alain Faymonville



THE MAX TRAILER SUCCESS STORY



MAX TRAILER CONTINUES TO EXPAND.

The clientele is convinced by the mix of modularity between standardized trailer types and options, combined with maximum quality in the manufacturing process. Altogether, this ensures a perfect price/performance ratio.

The production area has been doubled at the Polish factory in Goleniów to increase the capacity. The plant now stretches over an **impressive 40,000 m²**.

New cabins for surface treatment, welding robots, laser and plasma cutting machines as well as a completely new final assembly line have been integrated.

The number of employees continues to grow, and there are now about **300 skilled** workers in Poland.

Thanks to this strong basis, the Group now manufactures **more than 100 MAX Trailer** vehicles every month!

TOOLS FOR THE HIGH MOUNTAINS

The Austrian mountains don't just offer an adrenaline rush for outdoor athletes. Heavy transport companies also break out in a cold sweat when they have to manoeuvre their vehicles up and down the winding roads. There's hardly any opportunity to enjoy the unique panorama.



Absolute concentration was required as Hämmerle Spezialtransporte GmbH from Hard in Vorarlberg traversed the road from Bludenz to Alberschwende in the Bregenz Forest with a 55-ton drilling rig. "The route we had to travel has never been used to move equipment like this. Due to construction works on a bridge near the unloading site, the usual route was blocked", explains Fabian Hämmerle. So he had to make other plans. "The detour via the 'Bödele' was especially challenging. Ahead of us laid very narrow turns and significant inclines. And at the end of the day, we were moving a total weight of around 100 tons."

Don't move mountains, conquer them

But with the right equipment, even the most difficult conditions can be overcome. For this heavy transport job, Hämmerle Spezialtransporte GmbH relied on its 2+4 VarioMAX low-bed trailer from Faymonville. This technology may not be able to move mountains – but it can conquer them! "The hydraulic steering and the pendle-axes are exceptional features, which have facilitated our entry into many a loading site."

Aside from pile drivers and drilling rigs, Hämmerle also transports excavators, wheel loaders and industrial goods with specialised vehicles.

"The technical improvements in our fleet are obvious. Thanks to the 12-ton axle load, we can move equipment up to 72 tons within Austria and Switzerland." This has opened up new opportunities to Fabian Hämmerle and his family-operated company.

The suspension stroke offers a competitive edge

The 55-ton drilling rig made it to its destination in Alberschwende safely. The success of such projects often depends on the smallest details. Fabian Hämmerle recalls such a moment: "Once, it was only thanks to the trailer's suspension stroke that we were able to drive over the curb stone and make it around a hairpin turn. Without this feature of the low-bed trailer, the transport wouldn't have been possible." Hämmerle can certainly rely completely on the VarioMAX and its capabilities, come what may.

"On another project, the 600 mm stroke allowed us to drive over a crest that had already defeated another transport company. Tackling transport challenges in the high mountains is one of the real strengths of the 2+4 low-bed trailer from Faymonville."

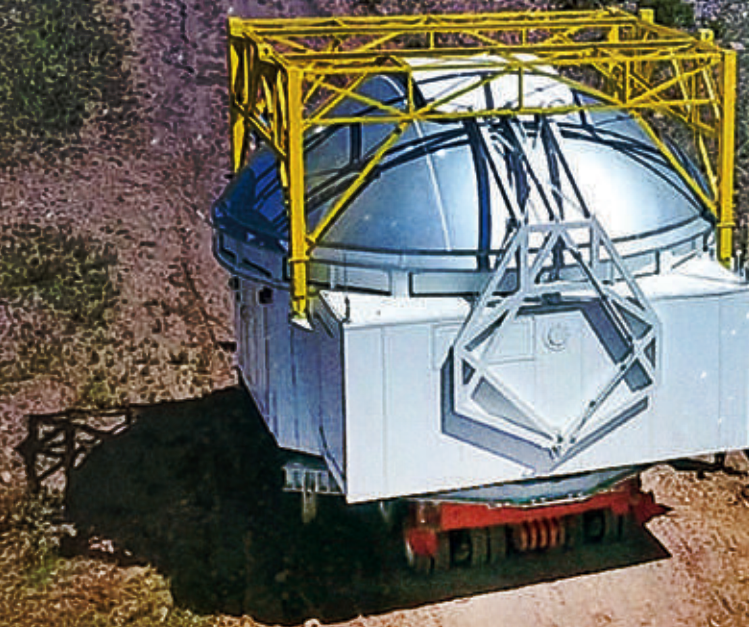


IN THE LEAD

Transporting sensitive goods is a real challenge, even on level ground.

Hauling a telescope onto a mountain peak requires the greatest delicacy.

This is what just happened in the Magdalena Mountains in the US state of New Mexico, where the Magdalena Ridge Observatory (MRO) sits at an elevation of 3,200 m. A symbol of science and research, the Observatory casts its gaze to the stars and the cosmos. But to do this, it requires cutting-edge optical technology. This includes, for example, a 2.4 m telescope capable of viewing celestial objects many thousands of kilometres away. Such a 36-ton piece of equipment, packed with high technology, had to be moved to the top of the mountain.



Difficult ground for delicate load

"The steep, unpaved tracks and remote location made this project extremely dangerous", say the clients at the MRO about the job. It required a great deal of experience and special equipment in order to move the sensitive load safely and efficiently. The North American specialists from the Alternative Movement Division (AMD), part of the MLHC Crane Group, received the contract. During the planning phase, it quickly became apparent that the last 500 metres to the final destination would be particularly treacherous.

To conquer this last stretch, AMD relied on its Faymonville self-propelled PowerMAX APMC with 4 axle lines and power pack (PPU). "Thanks to the combination of the hydraulic axle compensation and 60-degree steering angle, the PowerMAX APMC was able to keep the telescope within an inclination of five degrees. This was consistent with the specific instructions of the manufacturer", says Jeremy Aslaksen, Sales & Marketing Coordinator at AMD, as he explains the requirements.

Strolling to the top

Dangling from the hook of a 100-ton Terex off-road crane, the semi-circular load descended with precision onto the waiting self-propelled trailer. A special mounting device was installed on the PowerMAX APMC. This provided the necessary stability, so the telescope would be ready to tackle the final stretch. During the final ascent to the summit, the vehicle moved at a walking pace over unpaved terrain.

Thanks to the enormous pulling force exerted by each of the drive shafts, the self-propelled tractor worked its way up the mountain. At last, the telescope reached its final destination atop a foundation that had already been prepared for it. For the Magdalena Ridge Observatory (MRO), this was a milestone. The hope is that this new device will provide new astronomical insights and bring the heavens just a bit closer to Earth.



TEAMING UP ACROSS THE SHIPYARD





Ship launches are usually staged with a big hype. The huge ships are named, then launched into the water with great fanfare. This is the end of a manufacturing process that lasts for months, and this process is characterised by large amounts of heavy goods transport.

Within and between the halls, the ship components need to be constantly moved from one work stage to another. This process can also be seen in Braila, Romania. Here, the VARD company, part of the Fincantieri Group, operates two of the country's shipyards.

+/- 130 ° steering angle to turn tight

Two Cometto type SYT 3/2 shipyard transporters are used to ensure that the many individual elements come together at the end to form a large ship. "Because VARD has been very satisfied with the performance of the first vehicle all these years, they decided to purchase a second, identical vehicle", explains Heads of Sales Giovanni Monti.

With these two special vehicles, VARD moves a wide variety of components around the Braila shipyard. The surface of each loading platform is 75 m² and they can each carry 156 t. Because the hydrostatically propelled vehicles can be coupled together, there is maximum flexibility when it comes to the dimensions of the payload. The steering angle of +/- 130 degrees in both directions means that it is even possible to turn circles in the tightest spaces.

The most advanced technology for maximum safety

"It's the precise steering and powerful lifting hydraulics that make the transporters so valuable for shipyard logistics", says Giovanni Monti, listing the advantages and adding: "The electronic height control and the hydraulic axle compensation mean that there is equal load distribution across all the wheels, regardless of the terrain."

At VARD in Romania, the operator in his ergonomic cab can rely on the most up-to-date knowledge systems. The digital diagnostic system provides all the necessary control information in real time. It is sophisticated technology for optimal transport safety, as Giovanni Monti goes on to explain. "The on-board computer provides a constant view of the weight and load centre. The overwind protection on the drive and an automatic power adjustment provide additional support."

Safety comes first and is guaranteed thanks to well thought-out technologies. This means that the Cometto shipyard transporters will continue to handle the toughest tasks in Braila for the foreseeable future.

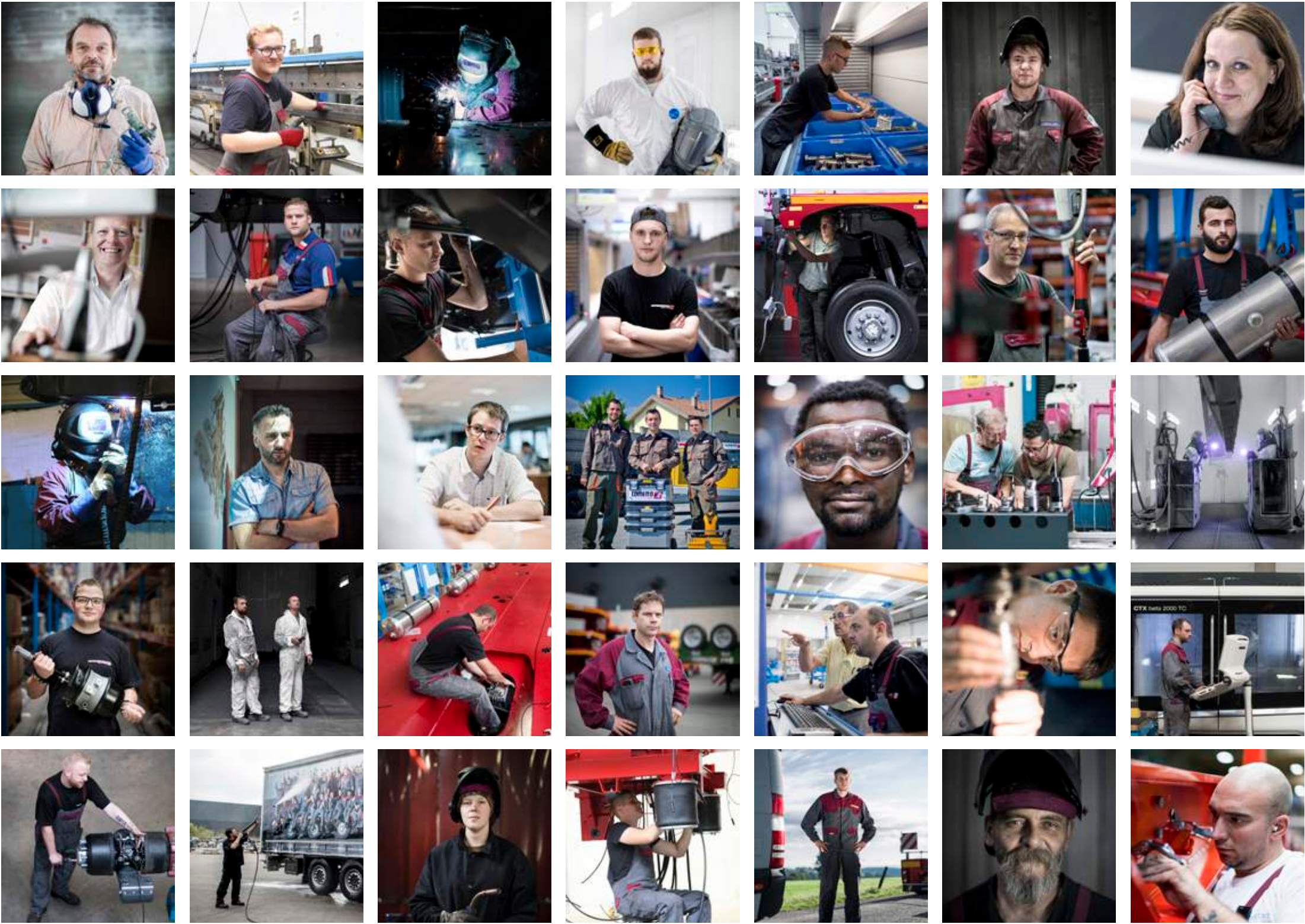
**MORE
THAN** **1,000!**
SPECIALISTS

We keep on growing:

We have passed the 1,000-employee mark!

Our employees are the foundation of our success.

We and our team are pleased to move forward on this path together.



A DAY ON THE ROAD WITH...



Günter Willwert
(Franz Lehen GmbH & Co. KG)

HERE WE GO! Günter Willwert grabs his keys and heads for his tractor with a spring in his step. His schedule is booked up for the day and there's a lot to do. No time to lose in the early morning. He says a quick "good morning" to his boss and jumps onto the truck.

"First, we're loading a 36-ton crawler excavator at a motorway construction site", he explains the first assignment for himself and his mint green combination. Günter Willwert has everything under control and always keeps a cool head, even under pressure. At the loading site, there is hardly any space. Not only that, but huge piles of gravel make parking even harder. "Without the forced steering on the semi-trailer, I'd be in a fix. It really is worth its weight in gold," he says with an air of satisfaction. He pulls off the tricky manoeuvre and the machine is ready to be loaded.

"Forced steering is worth its weight in gold"

But first, Willwert prepares the loading surface. He needs to widen it to 2.8 m, so the excavator can be safely positioned. "With wooden planks, this is always really hard, exhausting work. Thanks to the hydraulic widening of our MultiMAX trailer, it's no problem. And we can save a lot of time", he adds, counting off the advantages of the new semi-trailer.

"Someone put some thought into this"

The colossus rumbles across the double ramps and onto the trailer. The ensemble catches the attention of passing motorists who crane their necks for a glimpse. Günter Willwert begins to secure his heavy freight.

The 62-year-old is a true expert, who can state with all his know-how: "Someone has really put some thought into this. You can tell. All of these lashing points are very practical. Some of the hooks even swivel."

Passion and expertise

Günter Willwert loves his job and has spent nearly 43 years with the company. A passionate cyclist, he brings a refreshing sense of passion that seems contagious. At the next construction site, a 30-ton, 4.2 m-high wheel loader is waiting for him. Here, it's time for the wheel recesses in the MultiMAX to show what they can do.

Günter Willwert seems immune to the heat of the day. The lorry driver enjoys his work. And the new MultiMAX trailer just adds to his fun. "It's our show pony." Now, the last job is done and it's off back to the company yard in Sehlem. Günter Willwert turns off the engine and he and his equipment take a breather. "It all starts again tomorrow," says Willwert as he prepares to leave. He takes a refreshing swig of water and locks the doors behind him.



“NEW CHALLENGES ALL THE TIME”

Edgar Schröder
(Foreman hall 1,
Büllingen production site)



Walking quickly, Edgar Schröder hurries through Production Hall 1 in Büllingen. The 55-year-old is the division head of pre-assembly and is the "jack-of-all-trades" there, as he likes to describe himself. In his 36 years at Faymonville, this father of two has had front row seats for the transition from simple craftsmanship to modern production processes. This is more than a good enough reason to interview him for a contribution for part two of our series: "People to the MAX!"

What did your career path at Faymonville look like?

When I started at the age of 19, we were still located in Rocherath, where nearly everything was still made by hand. There were hardly any machines. Everything was much more complicated than it is now. I remember for example how we used to have to weld a heavy H-beam onto the exterior support of a semitrailer. Everybody lent a hand to lift the thing. That would be unthinkable today. Now you just use an indoor crane. When the new plant in Büllingen opened its doors in 1988, the first departments were created. Berthold Faymonville gave me the task of taking care of the inloaders. The company has kept growing. Later, I became the foreman for the front section of the MegaMAX low-beds, then in pre-assembly. Since 2016, I've been in charge of lasers, benders, saws and welding tables in Büllingen.

Can you give us an idea of what your typical day is like nowadays?

My job is to make sure that all the work stations in pre-assembly have the right plans and are equipped with the materials they need. I also check the processes to make sure that everything is running smoothly and moves to the next phase on time.

36 years in one company is a long time. Have you ever thought about making a change?

No, not really. The way Faymonville has developed means nothing has ever stayed the same. There are always new products, new challenges. So, it has always been the same company but never the same work routine.

The company has developed very rapidly.

Exactly. The will has always been there to progress and take the next step. And once it starts moving, there's no stopping it.

As someone who is an "old hand", do you have any problems adjusting when new processes and procedures are integrated into the workflow?

No, that's never bothered me. I think it's because I've been here since the beginning, so I remember the way things used to be.

The wealth of experience I have helps a lot, so I have no problem with innovations.

What do you enjoy most about your work?

When I see a vehicle roll off the final assembly, or I come across one on the road, that makes me proud. Then I like to have a look and see what little bit I contributed to the whole.

What do you think of the evolution of the company?

Of course, it has become very big and with five sites, it's only to be expected that the family atmosphere has changed over time. A lot of people work here and I think that the company is a good advertisement for the region.



The skilled labour shortage is always a problem. Why should young people choose Faymonville?

Large companies always offer different possibilities. Development never stands still. There are always new opportunities, even to go a different way. In my opinion, Faymonville offers a very attractive work environment.

Faymonville, for me that is...

... the place where I have spent more time in my life than I have at home.



XXL JOBS

At the Rostock and Lubmin sites, Krebs Korrosionsschutz GmbH has been working with the company Liebherr-MCCtec Rostock GmbH for many years. Now, Cometto also contributes to this cooperation.

THIS IS BECAUSE THE KREBS GROUP relies on the 24 axle lines of the self-propelled Cometto MSPE. The combination is divided into four 6-axle bogies, each with 48 ton axle load per line and two power packs of 202 kW each.

“Cometto vehicles are cutting-edge technology. They also have the advantage that they can, among other things, be loaded directly into a container. This enables us, for example, to carry out jobs for another Rostock-based client at their subsidiary in the United Kingdom”, explains Jörg Neuhäusel, the logistics project leader at Krebs Korrosionsschutz GmbH.

Heavy duty crane for Rostock overseas port

At the Rostock port, everything that happens is XXL. At the moment, the Liebherr crane HLC 295000 is being manufactured there. With a maximum load capacity of 5,000 tons, it is the largest offshore crane Liebherr has ever built. In order to lift the crane onto the jack-up rig after completion, another enormous crane is being developed and built in Rostock, the TCC 78000. It will be the most powerful rail-bound crane in the world, capable of reaching a load capacity of up to 1,600 tons. In addition to loading the increasingly large maritime cranes produced by the company, the new heavy-duty crane will allow other companies to transfer heavy loads at Rostock’s international port.

Steering conversion from transverse to longitudinal drive

Cometto is now also involved in all these projects. Using the MSPE, Krebs transported the 105-metre-long boom of the TCC 78000 with a width of up to 15 metres and a total weight of 362 tons.



“The boom was moved on the 24 axle lines of the Cometto self-propelled MSPE in a so-called open assembly, arranged side-by-side. The two vehicle combinations were 60 metres apart”, reported Jörg Neuhäusel about the combination used for the journey. “The steering was changed from transverse to longitudinal drive specifically for this application and programmed so that the chassis could implement the turns separately and one after the other. This ensured that the load remained exactly in position and that there was no relative movement”, explained Jörg Neuhäusel about this important step in the procedure.

Stroke makes up for height difference

With the help of the Cometto MSPE vehicles, the boom in Lubmin was driven over a ramp onto the barge. “In particular, the large axle compensation in the chassis proved its worth by evening out the height difference between the quayside and the deck”. Upon arrival in Rostock, the barge was offloaded, again using a ramp, onto the property of Liebherr-MCCTec Rostock GmbH. Thanks to the carousel drive of the self-propelled MSPE, the boom was then rotated 180 degrees into the correct mounting position for further work. This manoeuvre represented the end of one stage of this mega-project, in which the self-propelled Cometto proved itself to be a profitable factor.



Taller than Cologne Cathedral, wider than a football field

The offshore crane HLC 295000 will enable Liebherr to push forward in new dimensions. This colossus has an immense boom that can reach a maximum lift height of 180 metres. That is 23 metres higher than the top of Cologne Cathedral!

Even a football field, with a length of 120 metres, seems rather small compared to the maximum radius of 160 metres. In addition to the transport operation, the Krebs Group was also asked by Liebherr to carry out the coating of its oversized crane components.

To this end, Krebs built its own 45-metre-long spray and coating hall to work on crane components weighing up to 800 tons.



“Cometto vehicles are cutting-edge technology.”

Jörg Neuhäusel,
Logistics project leader at Krebs Korrosionsschutz GmbH

ELECTRONICALLY OPERATED COMETTO SELF-PROPELLED VEHICLES OFFER...

- up to **70 tons of axle load** – the absolute best in the industry!
- maximum **manoeuvrability** and **versatility**
- a **patented dual-link suspension** for the greatest lift capacity
- a comprehensive choice of **options** (spacers, driver's cabins, etc.)
- **air filled tyres** to protect the underground
- **Power packs** in 3 performance classes (EU-Stage IV and TIER 3A exhaust emissions classes)

THE SMART SOLUTION FOR HIGHER PAYLOAD CAPACITY IN THE USA



IN NORTH AMERICA, Faymonville has hit the ground running since it arrived a few years ago. Multiple products have been developed specifically for this market. The HighwayMAX-2 with a 3-axle Nitro-Booster is the newest development. The goal: to significantly increase the payload!

How does it work?

The 3-axle chassis is coupled to the back of the HighwayMAX-2 trailer when a particularly heavy load needs to be moved. By using the booster, the number of axles is increased over which the weight is distributed, thanks to cleverly thought-out pressure transfer. This process creates an overall increase in payload capacity. A 9+3 axle trailer/booster combination adds up to a permissible payload of around 205,000 lbs (93 t) at 20,000 lbs (9.1 t) per axle.

In order to take on extremely compact payloads when extended and with the booster coupled, the chassis of the HighwayMAX-2 has been optimised and made even stronger.

The booster for heavy loads

New options for a pioneering vehicle concept. "As the first ever manufacturer in North America, we introduced a telescoping trailer with nine hydraulic pendle-axles in 2015", recalls Paul Hönen, the head of sales for this region. "It is the original, and we have now gone on to develop it even further."

Miller Transfer and Rigging Co. from Rootstown, Ohio was the first US customer to use a HighwayMAX-2. On its maiden journey, it managed the transport of a 190,000 lbs (86.2 t) press from the Ford Motor Company in Detroit, MI to Texas. Only by implementing the newest technology Miller was able to carry out this task successfully.

The HighwayMAX – the original!

The Faymonville HighwayMAX is a highway trailer with nine hydraulic pendle-axles. The vehicle can be stretched between the individual 3-axle groups. The classic basic version, which is not compatible with the booster, can achieve a legal payload of up to 170,000 lbs (77.1 t). When used off public roads, both versions can even achieve significantly higher payloads.

When closed, it stays within the legal limit of 90 ft (27.43 m) including the tractor. This means that in most US states, no escort vehicle is required.

Thanks to the forced king-pin steering, the HighwayMAX follows the truck on command. The pendle-axles with a stroke of 23.6 in (600 mm) each help to compensate for rough and uneven terrain. They also make it possible to self-load, which can reduce cost for lifting equipment significantly.

The extremely robust and torsion-resistant frame make it easy to transport compact goods. The spray-galvanised chassis ensures longevity and optimal corrosion protection.

Ease of assembly saves time and money

When Faymonville was developing this generation of HighwayMAX, it focused especially on easy handling. "When it is transported empty, the booster can just be uncoupled and loaded onto the main vehicle. The mobilization is faster than with any other vehicle in this payload class. You save time and money." For Paul Hönen, this is a concrete advantage.

When reversing, the booster can simply be lifted up hydraulically. Consequently, the main vehicle was designed for the temporary bearing of the total payload by targeted engineering. This is also particularly advantageous for the driver when manoeuvring through winding segments or twisty access roads.

COMBIMAX ENSURES PAYLOAD INCREASE





IN AUTUMN, the company Graß ISL GmbH & Co. KG received a request to convert two very large, 4-chamber tanks at short notice. This was a complex project with very little lead time that the heavy load specialists from Petershagen were able to carry out thanks to their CombiMAX vehicle from Faymonville.

"We were able to make the requested deadline thanks to the modularity and the short configuration time", explained the satisfied project leader, Nico Graß, afterwards. The first challenge was already waiting for the Graß team before the job started. "The low tare weight of the CombiMAX, and especially the Add-On-Beam extension, helped us with the permit for the unladen journey to the site."

This unique component of the CombiMAX helped the Graß company, "to drive onto the site with almost no restrictions at a total length of only 28 m. Hardly any setup time was needed on-site. Thanks to the extension, the 5+7 combination was simply telescoped and ready to load in no time."

Safe, fast and uncomplicated

The transport could begin. The whole procedure required a tank (26 m long, 5 m diameter - 88 t) to be taken into a hangar and offloaded at a temporary storage area. In the second step, a second tank (24 m long x 5.8 m diameter - 105 t) was transported to the other side of the site. It was then unloaded with two mobile cranes and stored until removal. The last step involved transporting the first container back into the production hall.

For Nico Graß, this was a project made for the CombiMAX and its strengths. "The special conditions on the company's property were very tight and the land sloped steeply. Thanks to the large steering angle of the pendle-axle, the optimally adjustable steering geometry and the high stroke of 600 mm, we were able to carry out the transport safely, quickly and without complications."

Payload increase to 150 t

With the CombiMAX components, the Graß company was able to get maximum flexibility for the highest payload range. And that's for transporting transformers, boilers, containers, presses, or machine parts. "The CombiMAX kit increased our payload possibilities to over 150 t." Although that is still not enough, Nico Graß continued. "In practice, it's a great advantage for us to work with reduced axle loads by using more axles, thanks to the modularity." Define and combine – everyday support at Graß. "We can increase the vehicle's utilisation thanks to the combinability."

A kit full of possibilities that opened new doors for the team. "There are no limits to our flexibility thanks to our 12-axle lines, the many different loading beds, the Add-On-Beam extension trailer and the continuous excavator trailer."

EVERYDAY SUPPORT

The planning process for transportation projects often looks the same. First, the load is determined, then the corresponding vehicle is chosen. This approach raises many questions: how does my trailer need to be combined in order to transport the cargo? And where exactly do I position it on the vehicle?

Direct answers are initially less likely to be found out in the yard than in front of the computer. Because that's where Faymonville's own software allows different scenarios to be simulated prior to actual implementation. The goal: verify in theory what is even possible in practice!

"Falco" (Faymonville Analytical Loading Capacity Organizer) is the name of the program for modular trailers. It's a simple aid for when things gets complicated. The customer inputs the load properties into the system and it calculates the possibilities. The IT basis of "Falco" is the principle "define and combine".

Intuitive and user-friendly

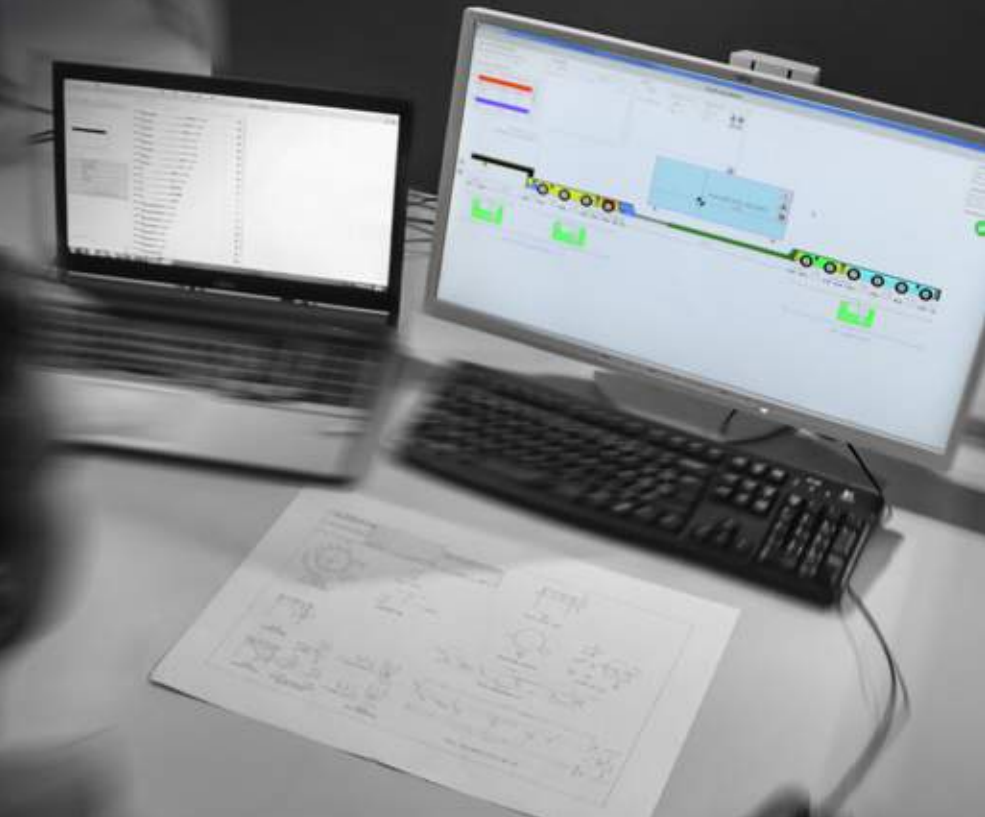
The software "Faremax" (Faymonville Repartition of Mass by Axles) can be used for classic trailers when load distribution and lever calculations need to be determined.

A simple, clear, fast process, always based on the specific information of the customer's vehicle.

The right program for the self-propelled transporters from Cometto is called "Cosmo" (Cometto software for modular trailers).

All of these tools are a mix of technology, mathematics, physics and information technology. Faymonville has developed them to be intuitive and user-friendly.

The results can then be printed out and taken to the yard or jobsite, so that the driver has all the important information in front of him to set up and combine the vehicles and secure the load.



MAX Trailer supplies UK Rental Market specialists

ARDENT HIRE SOLUTIONS is one of the best-known names on the British Isles in the construction equipment hire business. In order to restructure its transport fleet, the company teamed up with commercial vehicle specialist Hanbury Riverside to find the ideal project partner.

Graham Allard, fleet manager at Ardent Hire Solutions, approached his task with a clear idea of what he wanted: "The trailers needed to be state-of-the-art and meet national safety standards. Our heavy excavators and smaller machines need to be transported, and all this while complying with the various regulations that apply at the unloading points." So it was absolutely crucial that the new vehicles could be used anywhere in the country.

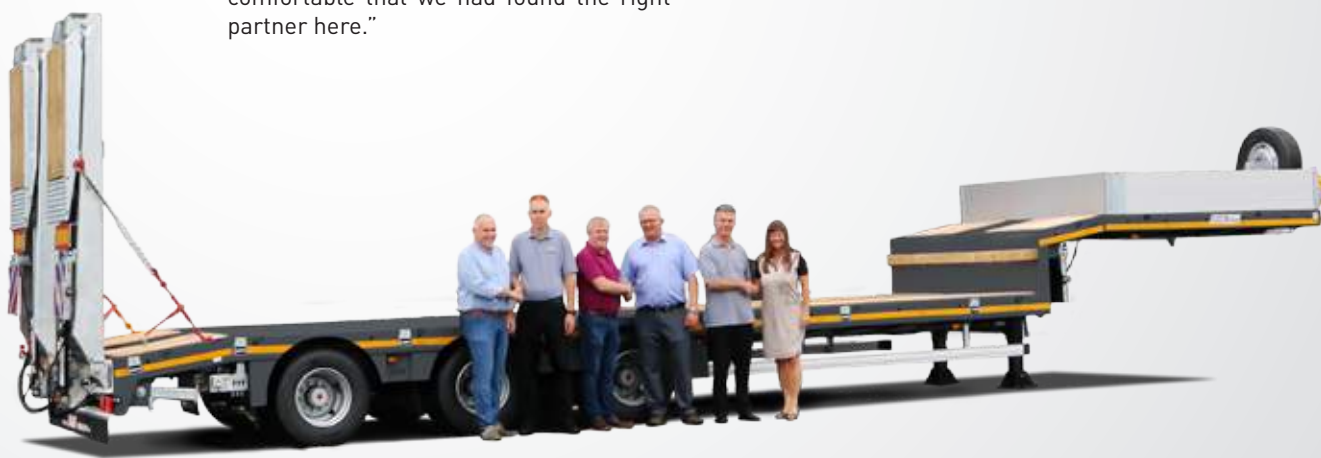
A visit to the plant made an impression

With MAX Trailer, all these requirements were met, down to the last detail. In order to evaluate the quality of the vehicles, representatives from Ardent Hire Solutions and Hanbury Riverside had a look for themselves. They visited the production sites of the Faymonville Group in Luxembourg and Belgium, together with Peter Dougan from Traffco Limited, the official MAX Trailer sales partner in Great Britain.

"The right partner"

"They were so impressed by the forward-looking concept that they signed the order for 26 new 3- and 4-axle low-loaders on the spot," reports Dougan. David Hammond, Managing Director of Hanbury Riverside, explains the decision: "The professional environment, the quality and the ultramodern production facilities made us feel comfortable that we had found the right partner here."

In addition to MAX Trailer and Traffco, Rydam Universal Ltd., Faymonville's long-time service partner, also contributed to the success of this project.



From left to right: Mario Faymonville (Responsible MAX Trailer), David Hammond (General Manager, Hanbury Riverside), Peter Dougan (Traffco Manager), Brian Mart (Driver Trainer, Ardent Hire Solutions), Graham Allard (Fleet Manager, Ardent Hire Solutions), Manuela Rauw (Sales Faymonville).

READY FOR THE DESERT



EXTREME CLIMATIC CONDITIONS AND DIFFICULT TERRAIN MAKE desert regions significantly demanding for equipment. High-quality workmanship is very important for customers there. That is precisely why Orient Heavy Haulage found the right stuff with Faymonville.

For the longest possible operating life, Faymonville has set a new standard with its MAXProtect+ process.

"We appreciate the surface treatments and metallisation technology used here very highly," says Ramez Naber, CEO of the Jordanian special transport company, naming a particularly special feature. "Compared to other suppliers, Faymonville's vehicles offer better protection against weather and environmental impacts."



"A very clean solution"

Built-in strength for a strong result

Quality is the most essential criterion for Orient Heavy Haulage, and this quality is the result of well-thought-out processes. For Ramez Naber, the modern production technologies at Faymonville are the benchmark. Even the final assembly has a direct impact on the use in sandy desert conditions. With this in mind, all components are assembled once they have been painted. "This is a very clean solution, and one that makes it less vulnerable because the paint doesn't work its way into the parts."

A reliable partner

Orient Heavy Haulage now has a large fleet of vehicles from Faymonville. Aside from 24 G-ST ModulMAX axle lines with numerous decks and accessories, they have since added two 8-axle and four 6-axle MultiMAX semi-trailers, as well as six 4-axle TeleMAX blade trailers with triple extensions. Powerful equipment that has helped Orient Heavy Haulage to become an industry leader in the region.

"Faymonville always offers us just the right solution that meets our high technical requirements," says Ramez Naber with satisfaction. He and his colleagues also appreciate and trust in one of Faymonville's virtues that is highly valued in the Arab world – reliability. "We work in very close cooperation and any of our questions to the technical department and after-sales service are always given full attention."

THE DESTINATION IS IN THE REAR-VIEW MIRROR

Precise planning is everything in heavy transport. That is why a great deal of time is invested in analysing the route profile. Sometimes this can lead to unusual results. For example, a special transport might end up driving backwards to its destination.



NOT A ROUTINE TASK, not even for the Belgian special transport professionals from Jan Coesens. A drill weighing 65 tonnes was loaded in Ostende and had to be delivered to the city centre in Mechelen. The final stretch of just under 1.6 km was completed in reverse.

“Manoeuvrability makes all the difference”

At Jan Coesens, they chose their 6-axle MultiMAX semi-trailer with extra-low PA-X pendle-axle as their transport solution. This trailer had only recently been added to the fleet. “The vehicle allows for a very high point load above the axles. That means that the power transfer goes straight to the centre of the axle. That is a big advantage for us when we have to move 60-70 tonnes”, explains the head of the company approvingly.

“We often have to take these sorts of heavy loads through narrow alleys and winding lanes,” says driver Peter Vandevijver and shows off photos of the last job on his iPad. He has worked in heavy transport for nearly 25 years and knows what counts. “Manoeuvrability is becoming more and more important. Roundabouts, hairpin turns and tricky driveways are routine for me. The new MultiMAX from Faymonville with its forced steering on the pendle-axles is perfectly suited for that kind of job.”

With forced steering and good visual judgement

The optimised steering system of the semi-trailer had a chance to prove its worth in a narrow s-curve in front of an entry to a residential area. Counter-steering and steering worked in perfect harmony to make short work of the stretch. Peter Vandevijver steered the lorry safely to its destination looking in the rear-view mirror.

The drill was able to be unloaded. The 49-year-old and his 6-axle MultiMAX are looking forward to future projects. “Every day, there’s something new. It’s the variety that makes it fun.”



TPE builds on the PrefaMAX-A

Alsace in eastern France is one of the main centres for the transport of prefabricated concrete elements. These elements are used in a number of ways, for example in prefabricated houses, industrial warehouses or as noise barriers. The company TPE (Transports Pfeiffer Edouard) is perfectly equipped for their transport. TPE looked at different variations of the concrete inloaders from the PrefaMAX range. The goal: to be as flexible as possible! That's why, among others, a telescoping extendable PrefaMAX-A 9500 is being used. Prefabricated concrete elements that exceed the usual length can be transported with this trailer solution. The shaft length can be adjusted when needed up to a length of 13,500 mm. This way, TPE can avoid problematic transports with an open rear door. Additionally, using the right vehicle length ensures correct load distribution.



NEWS

CombiMAX to Mozambique

Define and combine! The unique CombiMAX concept made by Faymonville is now also being used in Mozambique. Our customer Transportes Lalgy Lda received a 7-axle combination that is made up of 1+2+4 axle lines and a telescopic, extra-low vessel bridge. The 1-axle chassis, known as "Joker Axle", multiplies the combination possibilities and ensures that the right axle load can be achieved – regardless of the cargo. Additional axles and accessories can be added to expand the options available. The team from Transportes Lalgy Lda received a comprehensive introduction to their new CombiMAX from our instructor Jef Hufkens. One of the first transport jobs was a 5-axle mobile crane weighing 60 t, which was successfully moved for a customer in Southern Africa.



Eight TeleMAX for Transalliance Europe

With their large fleet of tractors and trailers, Transalliance Europe is amongst the leading international transport and haulage specialists. Their services include the handling and storing of all kinds of goods, rental and leasing of haulage vehicles, as well as storage and logistics activities. For special transport operations, the company strengthened its fleet with the addition of eight Faymonville TeleMAX flatbed trailers. The 3-axle vehicles with forced steering and air suspension are to be used at Transalliance Europe for the transport of long and heavy goods. All eight trailers are telescopic from 13,600 mm to 21,600 mm.



NEWS

MAX600 for small jobs

With the MAX600, MAX Trailer added a turntable trailer to its range that is ideal for the transport of small excavators, construction machinery and other tools. This vehicle, with either 3 or 4 axles, is perfect for use in the construction and roadworks sectors. The MAX600 is especially polyvalent thanks to the completely flat loading area. Various machinery can be loaded safely and quickly via single or double ramps. A versatile, reliable trailer for every situation. The air suspension that comes standard adds to its optimal driving performance. Numerous lashing points ensure load securing that is conform with legal requirements.



A GREEN STEP AHEAD



THE ISSUE OF SUSTAINABILITY is becoming ever more important. Politicians are demanding concrete measures and businesses are tasked with implementing this in their projects. The Faymonville Group anticipated this debate long ago.

Foresight has always been an important part of the company philosophy. This is felt at every level of the company. Through future-oriented and digital energy management, the Faymonville Group focuses on maximum energy and resource efficiency.

Starting with energy production: with 1,900,000 kWh coming from its own photovoltaic systems annually, the Faymonville Group has reduced its CO₂ emissions by 717 t. To this end, over 18,000 m² of photovoltaic modules have been installed on various factory rooftops so far.

Exploiting potential energy savings

At the production plants, all the facilities follow a strict analysis procedure in order to continuously reduce energy use. By reducing the baseline consumption in the plants by 30%, 101 t of CO₂ emissions have been saved. Optimising compressed air from both the producer and consumer sides adds another 94 t.

At the Faymonville Group, potential energy savings are investigated and exploited in conjunction with experts and system manufacturers. With new machine acquisitions, the focus is on energy efficient models.

Act and think sustainably

An energy monitoring system constantly monitors every type of energy production and use. Deviations from the norm are identified via performance indicators and measurements and corrected immediately before large losses occur. Monthly energy reports summarise the developments and report on every level of the business.

The whole production process is also designed to be resource-saving. Along with steel scraps, the Faymonville Group also recycles hydraulic fluids at all of its locations. Special machines process it and then put it back into circulation.

This string of sustainability-oriented measures will continue in the future as part of the Faymonville Group's energy management concept. The goal is to be ecologically prepared for tomorrow, today.



www.faymonville.group

Faymonville Distribution AG
Duarrefstrooss 8
L-9990 WEISWAMPACH