



**FAYMONVILLE**   
TRAILERS TO THE **MAX**

# *HIGHWAYMAX*



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



## BÜLLINGEN (BE)

since 1988 - 30.000 m<sup>2</sup>



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 m<sup>2</sup>



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 m<sup>2</sup>



## LENTZWEILER II (LU)

since 2015 - 16.000 m<sup>2</sup>



## LENTZWEILER I (LU)

since 2003 - 20.250 m<sup>2</sup>

# The highway semi-trailer for special transport

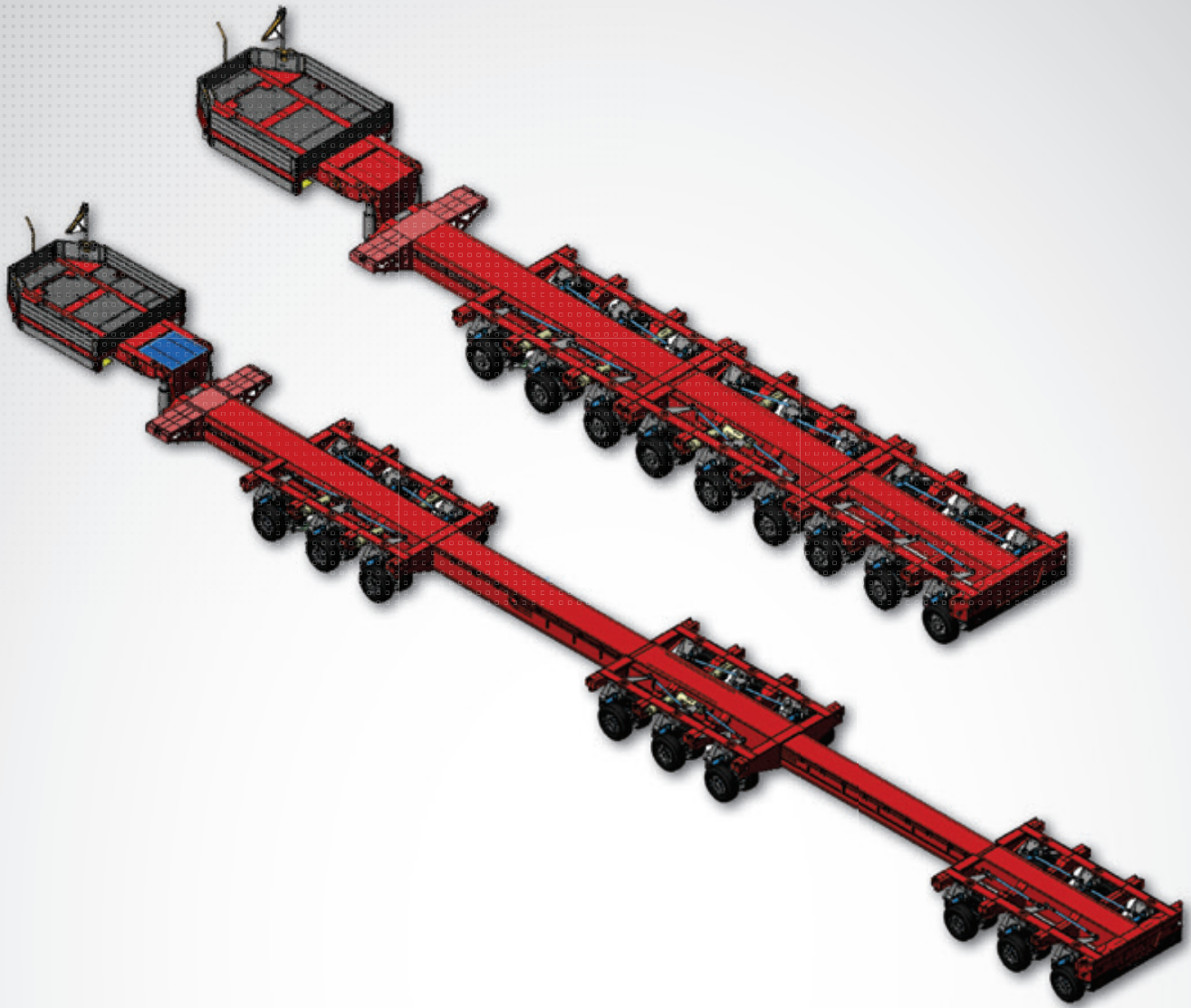
The Faymonville HIGHWAYMAX is an extendable heavy-load semi-trailer for the road with 9 hydraulically steered pendle axles and a technical payload of 260 000 lbs. This highway semi-trailer was designed for the special requirements of the heavy-load transport industry in North America.

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





<b>Speed</b>	<b>50 mph</b>	<b>80 km/h</b>
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 °	



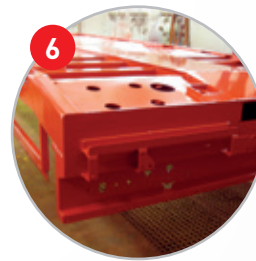
# MAXPROTECT+

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



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



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