

GO TO THE MAX

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Up to any challenge**

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Pillars for the future



If you're thinking about tomorrow, you need visions. Ideas and clear concepts of how the ship can be steered as safely as possible, even in stormy waters. Current world events are rather worrying. Geopolitical conflicts, financial pressure due to inflation and increased interest rates are posing challenges for all of us that we need to overcome. This is when stability becomes even more important. Traditional values and modern ways of thinking have always meshed with each other at the Faymonville Group. We're always striving to continue along this path with sustainability and new accents.

In this context we focus on sales, service, quality and innovation. Taken individually and as a whole, these areas form the backbone enabling us to offer complete transport solutions from 15 to 25,000 tonnes and more. And all with you - an existing or future customer - in mind. Because your satisfaction is always our top priority. In Sales, traditional sales, marketing and product management interact with each other. A recurrent theme accompanies the "MAX" models from development to marketing to the sales level. The spectrum encompasses spare parts sales, after-sales and the workshops. The demand for top quality is meanwhile the fundamental aspect that accompanies every step in production and management. Flawless workmanship, detailed training and transparent communication are part of this directive. Innovations are always aimed at adding value to your everyday life. Fresh impulses and constant development ensure that no routine arises. Constant self-drive is part of our values. It's a question of grasping the nettle and exploiting all the potential for optimisation. We must not rest on our laurels, but must constantly question ourselves, because those who stop improving have stopped being good.

Everything revolves around people. As a down-to-earth company, we stand for approachability, trust and responsibility. Fast action and the necessary flexibility result in sustainable decisions. Integrity is of great importance here: "We say what we do and we do what we say!" Yesterday, today and in future.

Alexander Fickers, CEO of the Faymonville Group





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Under the banner of continuous growth: 20 years of Faymonville Engineering Luxembourg



Faymonville first set foot in Luxembourg in 1990 with the establishment of a sales company. A production site was inaugurated in 2003. This anniversary offers the opportunity to look back and look ahead, and one thing becomes clear: there has only ever been and still is only one direction – forwards!

The first groundbreaking ceremony in Luxembourg was an historical milestone for the family business. The main plant in Büllingen needed support. More capacity was needed, and so the FEL I – Faymonville Engineering Luxembourg – production halls were built on a 9,000 square metre site.

Continuous expansions

„At that time the factory had two different production lines which allowed us to manufacture 150 inloaders as well as 300 MultiMAXs and TeleMAXs per year“, says Alain Faymonville, recalling the beginnings. If one takes the production figure of around 1,250 vehicles in 2022, it becomes clear what an impressive development the location has undergone since then. Other production halls were built over the years. In terms of the efficient design of the value chain and the technologies used, the FEL II complex is considered the benchmark for the entire industry. Another piece of the puzzle was added with the completion of the FEL III administration building. The production area now amounts to 40,000 square metres.

From the factory to the world

At the beginning in 2003, 50 employees worked at FEL in the north of Luxembourg. Currently, a total of 450 people work in the factory and administration. All of them are the heart and backbone behind the success. Thanks to hard-working hands and clever minds, 18,000 vehicles were produced in Lentzweiler over the years. This corresponds to the processing of no less than 165,000 tonnes of steel and the assembly of around 67,000 axles installed in MultiMAX, TeleMAX, FloatMAX and Co. The motto is „From the factory to the world“, as vehicles from Luxembourg are used in over 100 countries around the globe.

The ultimate

The term „growth“ runs like a recurrent theme through the development. Year after year, targeted investments create new opportunities. To date, we invested around 100 million euros in infrastructure, machinery and the working environment of our employees in Luxembourg. Everything that is necessary for a smooth and fast production flow meets the very highest standards. The Group regularly purchases new welding robots, milling machines, clamping benches, lathes, presses and plasma and flame-cutting systems. And for the future, the invested capital will also help us to strengthen and develop our cutting-edge production expertise. For example, there are already plans to extend the delivery halls in 2024.

Loyalty and affinity

Two decades of continuous and, above all, sustainable growth have established the Lentzweiler location as an integral part of Luxembourg’s industrial landscape. FEL stands on a solid footing in a financially and politically stable country, where the headquarters of the Faymonville Group are located. In this context, the employees deserve a big thank you. Many of them have witnessed and driven

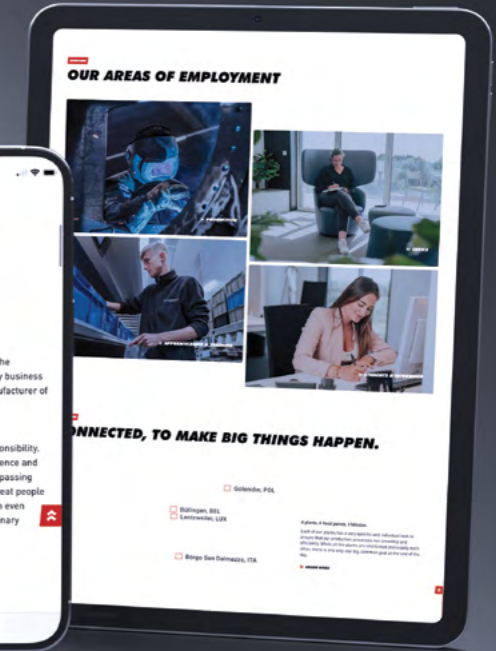
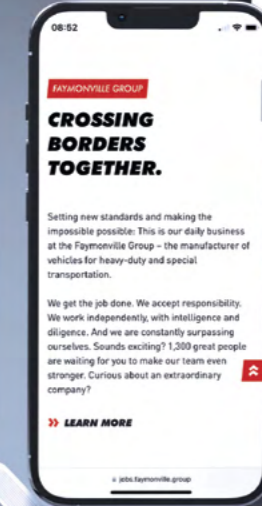
the development from the very beginning. The common denominator has always been the strong will to position the Faymonville Group in the world of heavy-duty and special transport through energy, assertiveness and conscientiousness.

Flexibility, productivity, quality and innovation are the four pillars on which the entire Faymonville Group team works day after day, across all sites. And our loyal customers appreciate these aspects, when they place their trust in us. This special touch is created around the „MAX“, which combines a family atmosphere with a highly professional appearance. This generates a strong sense of loyalty, which was also evident at the anniversary weekend. A total of more than 2,000 visitors comprised of staff with friends and families as well as long-time companions came together and celebrated „20 years of FEL“... to the MAX!



» The most important milestones at a glance

- 2003:** Construction of the first FEL I buildings on a 9,000 square metre site
- 2007:** Enlargement of the production area to 17,000 square metres
- 2008:** Extensions of new warehouse capacities by around 1,500 square metres
- 2009:** Expansion of the production building by a further 2,500 square metres
- 2016:** New FEL II building complex with production lines, the logistics centre of the entire group, the delivery centre and surface treatment facilities on an area of 16,000 square metres
- 2023:** Completion of the FEL III administration building
- 2024:** Building extension for deliveries and steel warehouse, new welding robots



» We are „Faymily“!

The Faymonville Group is strengthening its role as an attractive employer. The development opportunities, the variety of work areas, the ultra-modern environment and also the social aspect are outstanding arguments. From now on, many anecdotes and facets of everyday working life will be reported on social media – sometimes with a wink.

For all job and work experience offers go to www.jobs.faymonville.group



The Eco1000 as a crane replacement

The tunnel boring machine manufacturer Herrenknecht has now added a Cometto Eco1000 self-propelled vehicle to its fleet for the in-plant transport of individual parts for its machines.



The 6-axle vehicle lines up seamlessly into the work processes at Herrenknecht. Stephan Göggel, Technical Manager of the component factory, says: "With the Eco1000 we are ideally equipped for the in-plant movement of individual components weighing up to 200 tons for our tunnel boring machines."

Drive under the load, pick it up and set it down elsewhere

Thanks to the Eco1000, Herrenknecht has a new solution on hand for the transport of very heavy elements. Stephan Göggel says: "The payload of 260 tons coupled with the fully electronic steering speaks for itself. This way, the concept of crane-free transport can be realized perfectly."

The self-propelled vehicle's high axle stroke of 700 millimetres enables the load to be driven under, picked up and set down elsewhere.

Remote maintenance system for support

Just like the tunnel boring machines manufactured by Herrenknecht, the service concept is a top priority with the Eco1000 and is implemented precisely in practice. "A remote maintenance system was installed in the control cabinet of our power pack. It allows us to retrieve the operating parameters "over the air" at any time and to provide remote support to the customer, directly online", says Joachim Kolb, Sales Manager at Cometto, explaining this clever technology. "You can't get any faster and more efficient than that."

As a premium supplier with 5,000 employees, Herrenknecht delivers project-specific tunnel boring machines all over the world that turn visions into reality. And from now on it is all propelled to the MAX!

Scan here
to watch the
Eco1000 3D
video



Taking 15 trams from northern Spain to Lisbon



Local public transport is one of the mainstays of the mobility infrastructure in many big cities. The commissioning of 15 new trams in Portugal's capital city Lisbon is a milestone. The LASO Transportes SA team handles the transport from Spain using special rail transport vehicles from the Faymonville MultiMAX series.

For route no. 15

The new trams are unidirectional articulated trams, each with five modules and an overall length of 28 metres, which are designed for a top speed of 70 kilometres per hour. They will run on route no. 15, which stops at the Portuguese capital's most important tourist attractions, such as the Praça do Comercio, Belém and the Jerónimos monastery.

The trams were manufactured by the Spanish company CAF, which was awarded the extensive contract by Companhia Carris de Ferro de Lisboa. The overall project has a volume of over 43 million euros and will be delivered in 2023 and 2024. The detailed coordination between these two partners and LASO is of fundamental importance.

Accordion ramps to drive on

As one of the major players on the European special transport market, LASO Transportes SA is always in demand as a partner for such special jobs. It is therefore essential that they have reliable and technologically advanced vehicles at their disposal. Faymonville has been supplying these to LASO and its various branch offices throughout Europe for years.

„Two MultiMAX semi-trailers with integrated rail guides in the loading area and six steerable cranked axles are used to transport these rail vehicles, which impress with their very low loading height of just 740 millimetres,” explains Rainer Noe, Product Manager at Faymonville. The powerful hydraulic winches on the gooseneck support the LASO experts in loading of the trams. 16,100 millimetre-long accordion ramps are a prerequisite for achieving an extremely flat drive-on angle and getting the trams up onto the loading platform.

Discover the
video of the
job here



New at MAX Trailer

MAX100 with tarpaulin structure



The product diversity at MAX Trailer continues to be developed constantly. The MAX100 semi low loader with friction-steered axle is now also available with a tarpaulin structure.



Discover the product video here

This principle has the advantage that the loading platform is freely accessible from all sides. This ensures fast, easy loading and unloading, while the semi-trailer always remains covered. The sliding tarpaulin can be opened quickly to load the freight, either using the 1,250 mm-wide double ramps or from the side if needed.

Protected on the road

Thanks to the tarpaulin structure, the load remains dry and clean and is fully protected against all weathers. The tarpaulin also protects against spray water on the motorway or stone chipping on construction sites. Lifting vehicles, machines or industrial parts remain untouched and reach their destination in perfect condition.

The MAX100 also offers optimal conditions for goods that should be transported unseen.

Width-adjustable corner stanchions provide the necessary flexibility and simplify loading from the rear of the low loader.

To drive work platforms or other vehicles up to the gooseneck, for example, the MAX100 can be equipped with a hydraulically lift- and lowerable loading platform on request.

MAX200 with flip-tail ramp

➤ The team from MAX Trailer focused on the details during the product development. A flatbed trailer of the type MAX200 is the ideal vehicle for transporting long cargos. The hydraulically lowered rear part of the flatbed trailer now offers the option to load wheeled or tracked vehicles. The improved ramp can be lowered hydraulically, but can also be raised to a vertical position. The combination of tractor unit and flatbed trailer is much more compact and incredibly manoeuvrable for transport in the city or in areas with little turning space. Outriggers for the loading platform as well as the flip-tail ramp are available for larger machines. The rear area – fitted with a timber floor like the loading platform – offers maximum robustness and load capacity for the most diverse special transports.

Discover the product video here





The CombiMAX effect

That's a real eye-catcher! A total of 18 axle lines on an overall length of 35 metres and a gross combination weight of 203 tons rolled over this bridge in Croatia. Our Croatian customer Velebit Promet has relied for many years on modular CombiMAX technology from Faymonville for such spectacular transport tasks. The first components of this revolutionary product series were delivered in 2016 and the construction kit grew continuously in the years that followed. Another 4-axle and 6-axle bogies as well as an additional flatbed followed this year. Velebit Promet frequently configures its CombiMAXs for the transport of transformers when maximum point loads and perfect load distribution are crucial. With a width of 4 metres, the combination travels around 160 kilometres between Zagreb and the port of Rijeka. At a height of 5.35 metres, the focus is particularly on the problematic height passages. And thanks to the obtained bridge studies, an impressive snapshot like this one is possible.

Discover the video of the job here



Modular lightness across North America



Discover the video of the job here

Faymonville has been regularly providing the North American transport industry with new vehicle technologies for several years. The most recent addition was the HighwayMAX All-In-One modular concept. A genuine revolution – Rossco Crane and Rigging Inc. confirmed that after its initial experiences.

„This is a real turning point for us“, says Ross Kovach, vice-president of Rossco, who is delighted with the new vehicles in his fleet. A „game changer“ indeed, which illustrates that more than „just“ another special trailer has been added. „With the HighwayMAX All-In-One, we have become considerably faster, so we can now carry out several transports instead of just one on some days.“ The modular aspect also makes US customers sit up and take notice, as Ross Kovach confirms. „The versatility is truly astonishing – you virtually get several vehicles in a single package.“

„The most important aspect is the manoeuvrability“

If needed, The HighwayMAX All-In-One can be converted from a 3+6 low bed semi-trailer variant to a 9-axle low loader, which can move payloads of over 200,000 pounds with the additional nitro-booster. Ross Kovach reports from his daily work: „The manoeuvrability of this combination in comparison with all others is absolutely remarkable.“

We often need to negotiate tight bends and sometimes very overcrowded construction sites with long loads. Our new HighwayMAX All-In-One combination makes child’s play of that.“ This enthusiasm is catching: „We’ve already had entire teams on site to see the vehicle in action - they’ve never seen anything like it before.“

Nitro-booster floats across ditches

On this day the Rossco experts assembled a 9-axle combination with 3-axle booster. The task was to transport the base unit of a Liebherr LR 1800-1.0 crawler crane weighing 192,000 pounds to a wind farm, here a customer is busy assembling the crane. „And he was really satisfied



that we were able to load the element in one piece and not in two units. This means a massive time saving,“ says Ross Kovach about another positive feedback.

Hale Trailer Brake & Wheel INC. distributes Faymonville products in North America and sales representative Marc Staley shares the enthusiasm for the HighwayMAX All-In-One. Regarding this Rossco transport project, he raises a further important point: „The moment when the nitro-booster is raised and swings across the ditch as the driver takes the left-hand bend is impressive. It’s symbolic for the ease with which tasks can be mastered with the HighwayMAX All-In-One.“



Test our online configurator!

One vehicle, multiple options! The HighwayMAX All-In-One is a variable and modern all-round solution and a clever construction kit for special transport experts in North America. Our interactive 360° configurator lets you choose from a big variety of exchangeable components.

Configure your individual vehicle solution!

You can switch from a semi low loader to a lowbed, exchange the various lowbed variants or add a tower adapter.



Scan and start!
www.configurator.faymonville.com

With 243 tons through the air



Apart from copper, the Finnish company Boliden also produces nickel, gold and silver in its smelting works in Harjavalta. What makes it special is that it is the only nickel smelter in Europe.

In comparison with other nickel smelters around the world, Harjavalta has the lowest sulphur dioxide emissions per ton of nickel produced. And to keep it that way, the electrostatic filter for cleaning the flue gases needs to be replaced.

Over and above an office building

The Vuorsola company from Pori was hired for this task. The heavy-duty specialist was awarded the contract to transport the 243-tonne electrostatic precipitator with a 10-axle Cometto SPMT in a side-by-side combination and open combination. The load had impressive dimensions with a length of 16 metres, a width of 13.80 metres and a height of 16.60 metres. Later, it is taken from the work site near the chimney to the scrap yard for disposal.

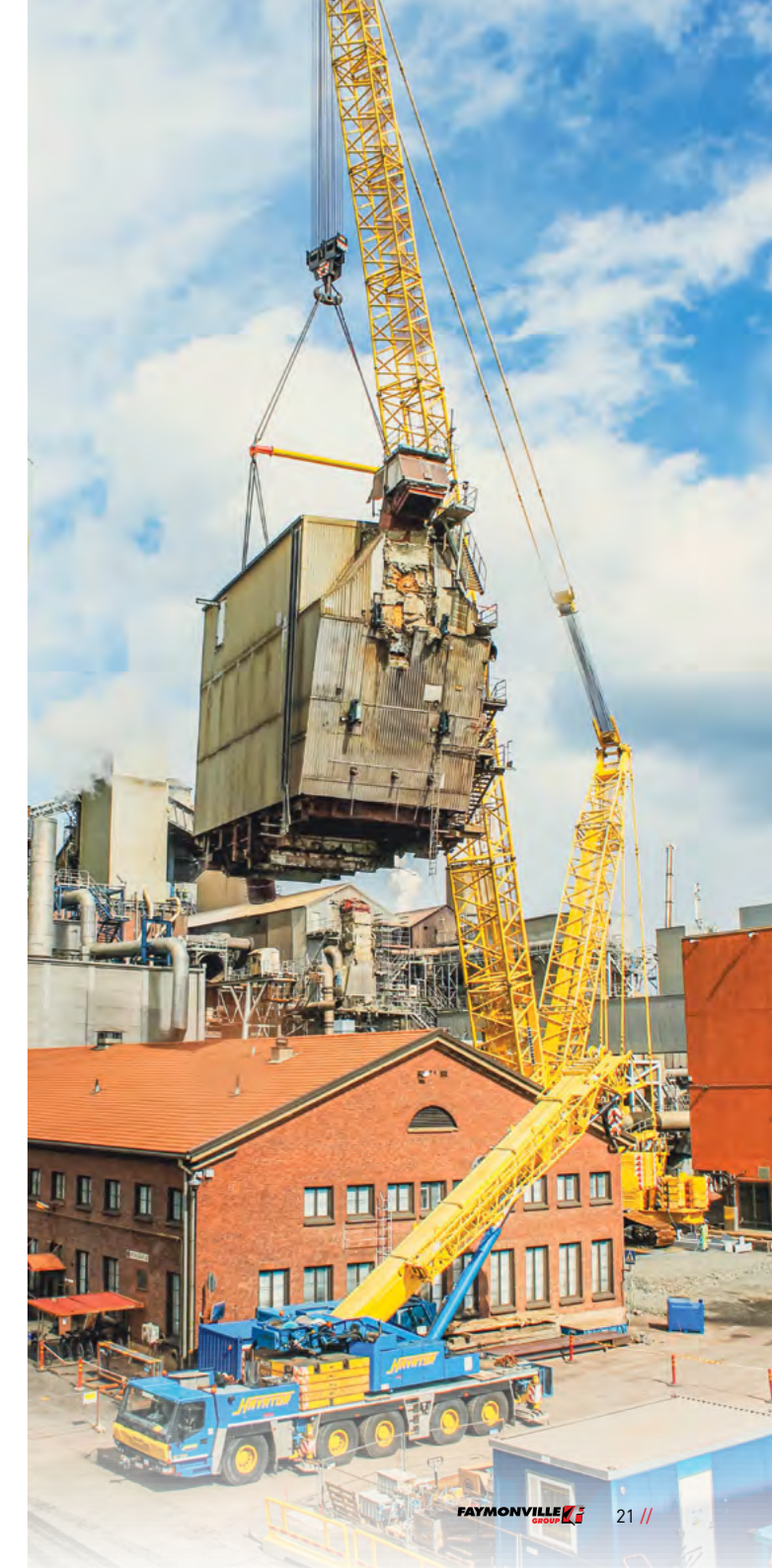
“First of all, the electrostatic filter was attached to the crane and cut out of the steel construction by experts using a thermic lance”, says Petri Toriainen, project coordinator at Vuorsola, describing the initial steps. „Then the hulk - the size of a four-family block - has to be swivelled 180 degrees above a neighbouring office building and lowered so that it can be transferred to the SPMT combination.”

Under a conveyor belt

Vuorsola employee Arto Tammelin was waiting there with his Cometto SPMT self-propelled vehicle. Together with his colleague, he positioned the two 10-axle combinations precisely under the load and negotiated a tight 90-degree bend immediately after the start.

The high load then had to pass under a conveyor belt. “We lowered the mid driving height of the SPMT a little here”, adds company CEO Mikko Vuorsola, “to gain the last few centimetres of space. The whole thing went like a dream and we are now really ... propelled to the MAX with the Cometto SPMT.”

Straight after this, the SPMTs are used to transport the new parts standing on elephant feet from the assembly site to the crawler crane so that they can be lifted to lofty heights again. „Time is money,” says Joachim Kolb, Sales Manager at Cometto, explaining this speedy handling, „and we also made an important contribution to keeping the environment clean. For a better tomorrow.”



Venturing the change from lowbed to semi-trailer



Safety first. In general and especially in foundation engineering. Sheet pile walls are used to support building pits or steep banks. The specialists from Ivor King handle such projects in Great Britain.

The piledrivers used for such jobs are usually transported on low bed semi-trailer combinations. However, a different approach is required at Ivor King. „We had difficulties getting to certain places with our existing low bed semi-trailers. So we looked for an alternative“, said managing director Simon King, explaining the initial situation. So he kept his eyes peeled and found the solution on the internet. „On the Faymonville website I came across a video of a job that showed precisely our daily problem in cramped urban areas with restricted access. There’s barely any room for error here, which makes it particularly treacherous.“

Inspiration from a video

Simon King didn’t waste any time and quickly got in touch with Peter Dougan, who is the managing director of Traffco Limited and responsible for the distribution of Faymonville vehicles in England. They arranged a meeting and agreed the details of the selected MultiMAX PA-X, a vehicle based on pendle-axes allowing a minimum loading height of just 790 mm. „What we heard impressed us“, says Simon King, mentioning tangible advantages such as the 600 millimetre stroke and the 60 degree steering angle. „The counter-steering of the two front axles also proves to be an enormous improvement when manoeuvring compared to the low loaders that we’ve used to date. And don’t forget: the semi low loader reduces the overall train length by a good three metres compared to the lowbed trailer.“

Piledrivers weighing up to 70 tons

Hence, the 6-axle vehicle exceeded expectations right from the start. „The feedback from the drivers has been very positive right from day one.“ Before, the company mainly transported pile drivers weighing up to 60 tons. Since this has proven to be the way to go, the experts are now using their Faymonville MultiMAX PA-X for their 70-tonne equipment as well. „The combination drives smoothly and everything goes as one would wish every time.“ A short time later, a second semi low loader of this type was ordered, so that two MultiMAX PA-Xs are now in use at Ivor King.

They turn out with their equipment for piling and drilling all over Great Britain. This project involves transporting an NCB FD200 CFA piledriver to the Toddbrook Reservoir in Whaley Bridge, southwest of Manchester. It was a very hilly and winding route through the Peak District. Here too, Simon King could rely on keeping to the schedule. His plan was a complete success – this time and after switching from the lowbed trailer to the semi low loader solution.

18,000 tons on 380 axle lines - the Champions League in heavy duty transport

The loading process of a floating dock in South Korea was an absolute XXL experience. After detailed preparatory work, the 260-metre giant weighing 18,000 tons set off on its journey to Egypt.

The venue and starting point of the extraordinary spectacle was the SangSangIn Ship Machinery company in the port of Gwangyang. The task was to move the floating dock 300 metres from the installation site and load it onto a barge. Besides the impressive length and weight of the cargo, the steel giant is 62 metres wide and around 22.5 metres high.

70-ton axle load is the best value on the market

The three well-known South Korean heavy-duty specialists Anjeon, DaeMyung and Global joined forces as contractors. „The three companies combined part of their SPMT fleets to meet this challenge. A total of 380 Cometto MSPE modular axle lines were assembled, consisting of sixty-two 6-axle units and two 4-axle units”, says Alberto Di Stefano, Head of Sales Project Management at Cometto, explaining the framework conditions of this demanding order.

12 Power Pack Units, each with a 335 kilowatt output drive the complete system. „The exceptional payload and reliable handling of the Cometto modules were decisive advantages for this special job“, says Alberto Di Stefano about the feedback from the executive partners. „Such projects can be realised thanks to the payload capacity of the Cometto MSPE, which reaches 70 tons per axle line - the highest value on the market. Furthermore, Cometto’s patented dual-link system with double steering provides optimised power distribution in the suspension structure. The axle geometry provides the highest possible precision in load positioning.“

All 380 SPMT axle lines were arranged in twelve independent units that supported four areas under each corner of the floating dock and worked together in an open combination. The SPMT convoy was set in motion as soon as the Cometto engineers arrived at the port construction site, accompanied by experts from Bokook, Cometto’s partner in South Korea.

Final destination: Egypt

The Cometto SPMTs were quickly ready to start the transshipment process. The position of the supports needed a little adjustment at first, after which the loading project was successfully completed. The general relief was great once the imposing cargo had been safely placed on the barge.

The gigantic floating dock can lift up to 35,000 tons. In November 2021, SangSangIn Ship Machinery signed a contract worth around 90 billion South Korean won – about 64 million euros – with Egypt’s Suez Canal Authority for the construction of this floating dock. The Koreans began manufacturing the floating dock in May 2022 and, less than a year later, the finished facility was ready for the first operations.



For more than 45 years, Cometto has been developing and manufacturing its range of electronically controlled vehicles and distributing them worldwide. With the latest generation of SPMTs, Cometto is setting new standards in the industry. „Standard“ and „Heavy Duty“ are the most powerful series on the market and are fully compatible with previous models. It is possible to combine the MSPE 48T as Standard and Heavy Duty or the MSPE EVO3 70T as Standard and Heavy Duty in widths of 2,430 millimetres or 3,000 millimetres and with 2, 3, 4, 5 or 6 modular axle lines.

Discover the video of the job here



A DAY ON THE ROAD WITH...

Geert Delveau from Delveau Depannage

„We are on call around the clock, seven days a week” – sounds like a cliché, but when Geert Delveau says this, it precisely reflects his everyday life. Speed of action and flexibility are the basic principles in the field of roadside assistance. We wanted to take a closer look at that.

Like a string of beads, the fleet of red-painted vehicles stands alongside the company premises in Hasselt, Belgium. Tow trucks of all sizes are lined up next to one another. All of them are in excellent condition. The MAX510 lowbed trailer, to which we naturally pay special attention, is parked in between. „My name is Geert”, says the man and the greeting is followed by a firm handshake. We can tell: this is someone who gets to grips with things – a doer.

The pure passion

And someone who has everything under control. The employees receive precise instructions via two-way radio as Geert Delveau manoeuvres a 13.6-metre-long tarpaulin trailer onto the low bed. „Bring the gooseneck back in and then we’re ready to go”, he says, dictating the tempo. „The MAX510 fits perfectly into our fleet. It’s agile, flexible and very easy to operate. The selected air suspension is a significant advantage for us, as we can get ten centimetres lower than with the hydraulic variant. This is crucial when transporting fire engines, for example.” He has obviously given it some thought.

Always on standby with the MAX510



As the founder, Geert Delveau combines total passion with business and profession. And for someone who also lives at the company's headquarters, work and private life naturally merge even faster. „I'm always available“, he says about evening and night jobs, „and sometimes I've had to leave a family celebration at short notice.“ That's the way it is in the towing industry. However, the positive aspects apparently outweigh the negatives, because his son Jorg is also already part of the team.

Fast and variable

Meanwhile, the MAX510 is ready for the next task, when an approximately 11 metre-long concrete pump has to be loaded. „The long, variable loading platform is a real advantage in our everyday work. I'm very pleased with it.“ Bolts in, lashing straps attached and he is back in the driver's cab of the tractor unit. A total of eight employees are on duty day after day to rescue broken down vehicles from their predicament or to carry out classic transport jobs. He proudly shows more pictures of jobs throughout Belgium. The MAX510 is part of the success.

However, it's not time to knock off just yet. A tracked excavator weighing almost 30 tons is ready to be transported away. Centimetre by centimetre, the vehicle rattles onto the low bed semi-trailer, which is fitted with outrigger boards. Once the last chain is lashed, Geert Delveau briefly looks around the site. Loud bass sounds can be heard in the distance. A festival is all set to go. „I'm going there in a minute“, he says, but he even thinks about the future of his business when it comes to leisure activities. „I meet a lot of people behind the scenes here, whom I often encounter in my everyday work. A bit of networking, so to speak.“



Geert Delveau

Discover the video of the job here



The BladeMAX for mountains and forests

As wind power becomes increasingly important internationally, so does the advancement of wind turbines. Ever higher, ever larger, ever more efficient. This makes the transport of wind turbine blades more and more challenging. Thanks to Cometto, however, there are solutions.

The last hurdle for the XXL rotor blades, which are often over 100 metres long, is generally the most difficult. The route to the windy heights where the turbines are placed is full of pitfalls. Lots of bends, little room to manoeuvre, narrow roads – this is exactly where the BladeMAX blade lifter shows its strengths. Two examples illustrate this.

Safely through the labyrinth of bends

The Peruvian company OreTrans S.A.C. is using its high-tech BladeMAX1000 device – the most powerful on the market – for the national wind power project in San Juan de Marcona. The area will consist of 23 wind power plants with a projected capacity of 5.7 megawatts and an energy output of 608 gigawatt hours.

OreTrans has a key role in this job, as the company is transporting the 82 metre-long rotor blades to the installation site, among other things. „Our BladeMAX1000 with its load capacity of 1,000 tons makes it possible to move the XXL rotor blade on the narrow and winding tracks in the Peruvian mountains. It is mounted on a 12-axle combination”, says Cesar Ore Salazar, managing director at OreTrans, summarising the task.

When the team reaches the first tricky passages, the operator raises the rotor blade up to 60 degrees. Perfect driving stability is ensured by the patented stability control system. All safety-related information is constantly monitored, which is very important for this type of special task.

Between trees and under power lines

The number of wind power plants is also growing steadily in Japan. Achiha Co., Ltd. from Osaka has a wealth of experience in this field. One of the projects is located in Miyazaki Prefecture in southern Japan. Achiha uses the BladeMAX650 variant. It transports the wind turbine blades, which are around 50 metres long, over a distance of 30 kilometres.

„The narrow roads, steep gradients and the large number of trees and power lines are particularly challenging”, say the Achiha managers, describing the field of operation. The representatives of Bando Motor Industry Co., Ltd., who sold the BladeMAX650 to the customer as a Cometto sales partner, also make it clear: „Without such technology, the project would probably not have been feasible.”

This way, however, new opportunities arise for Achiha. „As we can erect the BladeMAX650 up to 84 degrees and move it around its own axis and sideways up to 20 degrees, there is no need to cut down trees or relocate power cables. This is a real added value and saves time, money and resources.” And even in this case, the stability control system ensures smooth working. The interaction of electronics, hydraulics and visualisation increases the safety during the centre of gravity shift when moving the blades.

Discover the video of the job here



Discover the video of the job here



Like a shining sword

Our customer Nippon Express Co. Ltd. also has the necessary experience, know-how and transport equipment to participate in the construction of wind farms. Their BladeMAX650 is used to cover the „last mile“ with the longest rotor blades. Only absolute professionals can pass the test when the route is uphill to the wind farm in mountainous regions. The Cometto's blade lifter provides the necessary flexibility, because the rotor blades can be raised up to an angle of 84 degrees, swivelled and rotated 360 degrees around their own axis. A third vertical axis of rotation makes it possible to achieve an additional lateral swivelling angle of 20 degrees. The experts from Nippon Express mounted the blade lifter on an 8-axis SPMT from Cometto, because it is precisely these self-propelled vehicles that provide the necessary driving force for the demanding tasks.

Discover the
video of the
job here



The wind tower adapter with free rotation device



NEW!

The components of wind power plants demand different transport solutions, depending on the route. Sometimes a „classic“ low-bed or a semi low loader is sufficient, but sometimes the requirement is far more complicated. The wind tower adapter with free rotation device, mounted on a 4+7 dolly trailer, fills the last gap in the Faymonville range.

Such an imposing combination is used when tower segments up to a payload of 100 tonnes must be transported on winding roads. The vehicle is based at the front on a 4-axle dolly with air suspension – optionally with 17.5” or 22.5” tyres – which can be configured for 6x4 and 8x4 or 8x4 and 10x4 tractor units. “For the first time ever, 10x4 machines can take on such missions. The different base variants and the tyre options make the concept extremely interesting for the user”, says Product Manager Rainer Noe, explaining the flexible approach.

For towers with internal or external flange

The two installed tower adapters facilitate connection to the tower segments in 3-point or 4-point clamps without an additional frame. In the basic version, the components are conceived for internal diameters from 2,650 to 5,400 millimetres. “And an extension to 6,300 millimetres is available if even larger tower segments need to be moved”, says Rainer Noe, describing the solution for possible XXL versions. The two adapters are designed for maximum flexibility, as segments with an external flange can also be accommodated. Even the transport of various machine houses is possible with this system. The vertical stroke of 1,600 millimetres facilitates passing over high obstacles

along the route, such as roundabouts, crash barriers or road boundaries.

Maximum operating safety is the priority

The 7-axle self-steering trailer is now setting new standards in road safety. “We are the only supplier on the market with a hydraulic suspension. This principle is used to raise or lower the self-steering trailer on one side, thereby increasing the stability of the convoy considerably in critical passages”, says Rainer Noe, describing the technology employed. “The steering system has four steering cylinders for the front steering and four for the rear steering. For further optimisation of the safety aspect, the vehicle width is set to 2,750 millimetres.” Hydraulic and mechanical locking systems prevent inadvertent lowering or retraction of the adapter. The general handling is intuitive and simple. When handling the adapter, the user is always in a safe area due to the standard remote controls and has a perfect overview when loading and unloading.

Everything for wind power

Wind power projects involve the transport of tower segments, hubs, machine houses and rotor blades. With extendable low loaders, versatile lowbed semi-trailer variants, XXL flatbed semitrailers as well as heavy load modules and self-propelled vehicles from the Faymonville Group, all components of a wind farm are moved efficiently in terms of time and costs. The range is supplemented by special equipment such as the blade lifter for the transport of wind turbine blades „over the last mile“ or powerful tower adapters.

The globally active company Sarens also plays an active role in wind power projects. For example, the experts are responsible for transporting elements of ACWA Power's 1-gigawatt wind power project in Bukhara, Uzbekistan. A major project for which a total of 68 new vehicles were ordered from Faymonville in advance.

The challenging task in Central Asia involves transporting the individual components of 158 systems from the Chinese border via Kazakhstan to Uzbekistan by the end of 2024. Each wind power plant consists of four tower segments with a maximum weight of up to 96 tons, three wind turbine blades weighing 29 tons each, a 44-tonne hub and a nacelle weighing 129 tons. The operation comprises a total of 1,422 journeys, each with a total distance of 3,800 kilometres.

Tight timeframe

Given the size of the project, Sarens is putting together a new vehicle fleet for the tasks involved in collaboration with Faymonville. The complete package includes 25 TeleMAX flatbed trailers for the rotor blades, 32 MultiMAX semi low loaders for the S2, S3 and S4 tower segments and 11 MultiMAX semi low loaders with cranked axles for the large-volume S1 tower elements. All special semi-trailers and the 32 Mercedes Benz Arcos 3358LS 6x4 tractor units that go with them will be delivered from Europe to Almaty in Kazakhstan in a record timeframe of only 30 days.

Sarens to Uzbekistan with 68 new vehicles

Intensive preparatory phase

For the detailed route study, Sarens is relying on software that helps to estimate the cost of road reconstruction, to find the most suitable and shortest route, and to simulate cornering. Project manager Elvira Kolenko explains: „Transporting the 84 metre-long rotor blades is a particular challenge; the total tractor/trailer combination reaches a length of 105 metres.“

Regarding the boundary conditions, she adds: „Ground preparations were carried out in advance on almost 50,000 square metres. These include the modification of bends, the construction of a bypass and the widening of roads. We have also removed and relocated more than 60 light poles,

cables and road signs. Of course, all of this work has been carried out with prior approval and taking into account local authorities and directives.“



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