

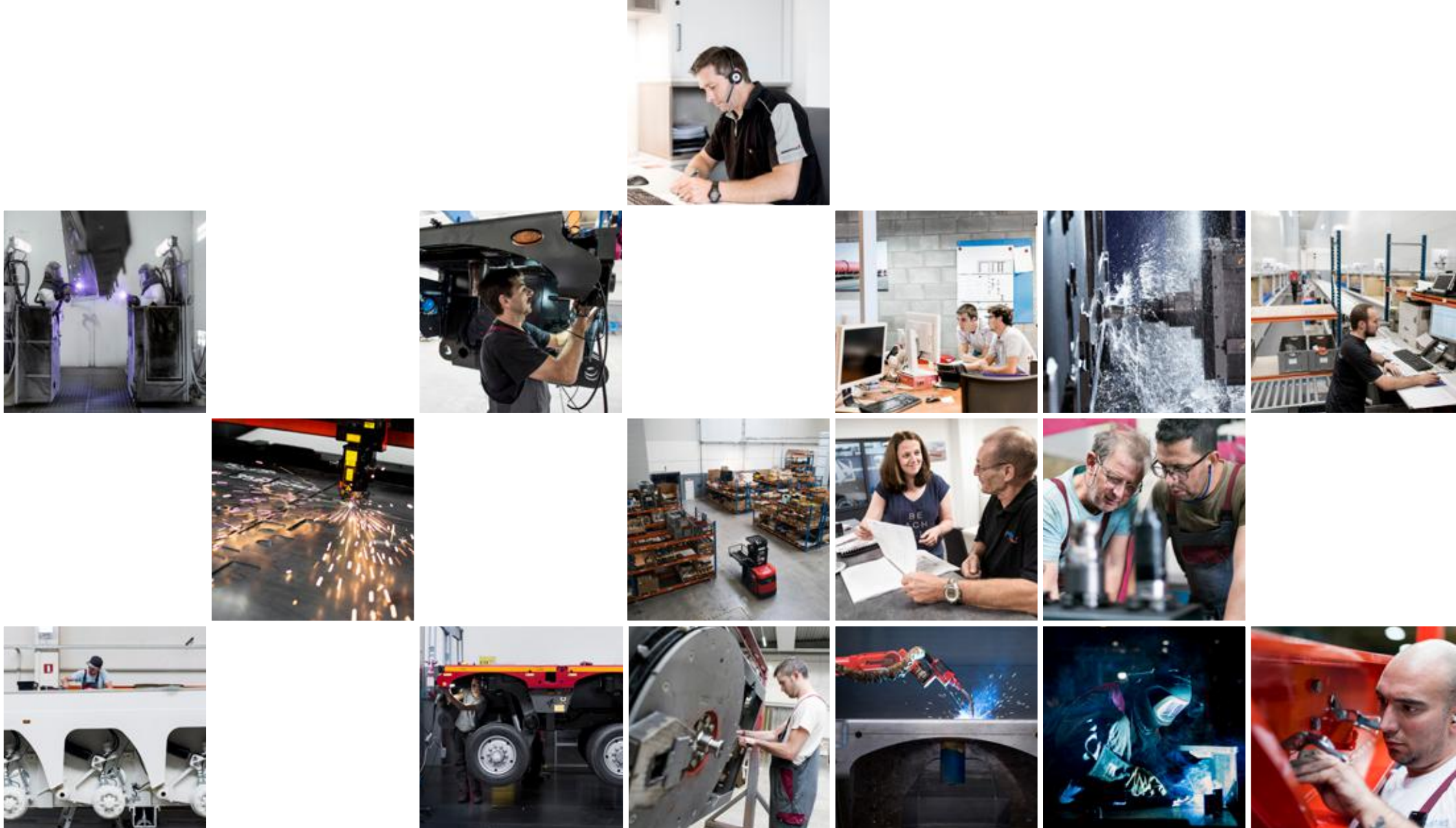
MAX TRAILER



PREMIUM QUALITY
AS STANDARD

www.maxtrailer.eu

Powered by **FAYMONVILLE** GROUP



We are the leading manufacturer of special trailers and heavy haulage worldwide!
Our brand portfolio includes transport solutions from 15t to 15.000t ... and beyond.
Innovation and perfection, as well as the highest quality, distinguish our efficient services
and constantly growing product range from our competitors.

FAYMONVILLE 
GROUP

MAX TRAILER

MAX Trailer is an innovative concept of building special trailers. Standardized components and an ultra-standardized manufacturing method allows to create a cost effective and high quality product.

This quality is based on the technical know-how and the long-standing experience of Faymonville, which the brand MAX Trailer is part of.



// PRODUCT RANGE

The range consists of 2 to 6 axles trailers.
All models have a standard width of 2,540mm and some of them are extendable.
The standard model is equipped with an air suspension and rigid, friction steered or knuckle steered axles.



// MAX100/110

The MAX100 model is a 2-6 axles extendable semi-trailer.
MAX100 is designed to perform special transportation in the industrial, construction and public work domains.
MAX110 is the option with hydro-mechanical steering of the MAX100.



Axles	2-3-4-5-6
Suspension	pneumatic
Width	2,540mm
Total length	16,500mm with truck 4x2, 6x2, 6x4

// SAF axles

// 17.5" tires

// Fifth wheel height loaded:
950 – 1,450mm

// STANDARD EQUIPMENT



- // SAF-axles with pneumatic suspension, with drum brake, with lifting/lowering valve.
- // Tire according to choice of the manufacturer.
- // Braking system WABCO following EU-regulations with EBS-E system, without connection to the truck.
- // Electric system conform to the EU-regulations lighting 24 volt ASPÖCK-NORDIK (ASS3).
- // ASPÖCK-UNIBOX on the galvanised front connection ledge with socket 24N, 24S & 15 pole. Connection to the ISO norm.
- // Top quality and long-lived protection against corrosion of the welded frame (standard steel grid blasted) guaranteed by
 - a 2 components of 2K zinc rich epoxy primer
 - a high quality 2 components 2K direct to metal top coat.
- // Rear end metalized and painted in RAL 9010.
- // One galvanised steel headboard, height ca. 400mm. One spare wheel with holder on the headboard.
- // King pin 2".
- // 2 wheel chocks with carrier.
- // Landing gears JOST (mechanic) with 2 speeds, lifting capacity 24t (50t proof load).
- // Galvanised landing gears at the rear under the loading platform.
- // On the right and left under the gooseneck and at the rear of the trailer one holder for the warning boards and socket.
- // Holder for one beacon light at the rear of the trailer.
- // Reflectors (red or yellow) according to the EU regulation at the rear of the trailer.
- // Yellow reflective tape according to the EU regulation over the entire length and at the rear.

// OPTIONS



Electric winch with remote control for ca. 5,400kg lifting force included one wire cable diameter 9.5mm length 24m.



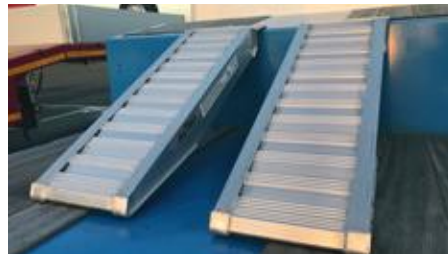
U-beam for ALU-ramps on the rear of the gooseneck with integrated fender.



ALU-deck filling sections ca. 1,160 x 420 x 120mm (for an extension of 1,000mm).



A tool box (INOX) on the gooseneck ca. 1,350 x 400 x 400mm.



ALU ramps ca. 1,500 x 385 x 150mm.



On the gooseneck removable sideboards and rearboard in alu ca. 2,400 x 400mm (L x h).



Toolbox galvanized integrated into chamfered gooseneck



Compensating wedge galvanized for chamfer 750 x 10°.



One removable (galvanized) sliding bolster with ca. 250mm.



Galvanized storage for timber left and right under the loading platform.



Galvanised outriggers, extendable up to ca. 230mm per side. Hardwood timber for the outriggers.



One galvanised trestle for the loading platform at the same height as the gooseneck.



Wheel-wheels with covers.



LED working lamps at the rear of the trailer.



WADER containerpockets in the loading platform for one 20' container. WADER containerlocks.



On the right and left under the gooseneck and at the ramps of the trailer one holder for the warning boards and socket.



Compensating wedge galvanized for chamfer 1,000 x 8°.



Pockets for stakes ca. 100 x 50mm in the outer frame of the loading platform. Galvanised stakes ca. 100 x 50mm, height 1,000mm.



Alu-ramps.



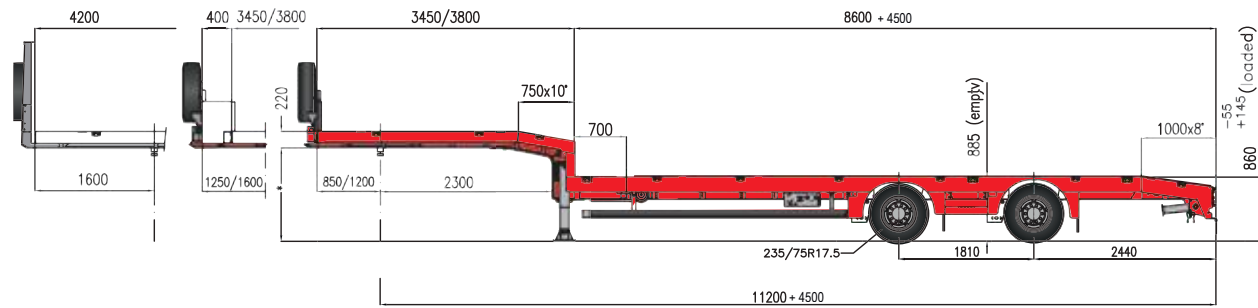
Hydraulic landing gears at rear under the loading platform to increase the loading stability.



Central greasing BEKAMAX (Pico) with NLGI-2 normal grease with removable protection around the pump.

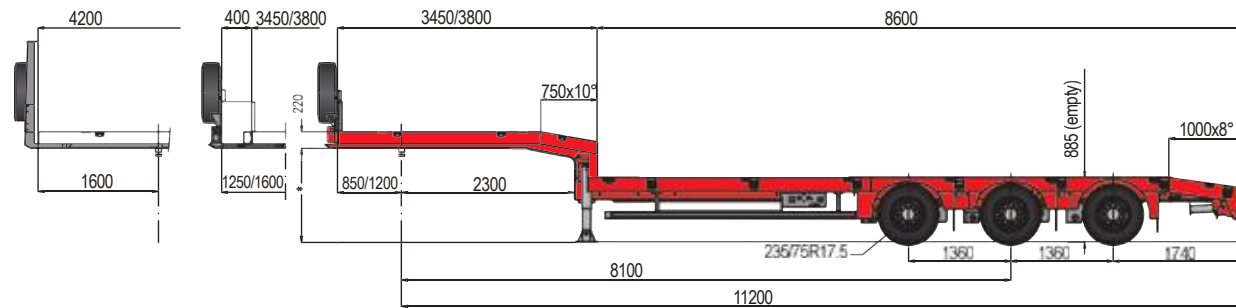
MAX100-N-2A-8.60

L = 8.600 mm
GL = 11.200 mm
A = 4.500 mm



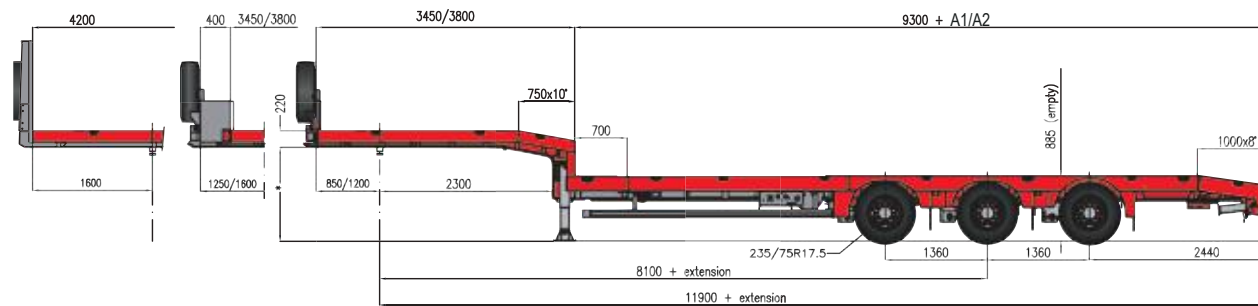
MAX100-N-3-8.60

L = 8.600 mm
GL = 11.200 mm



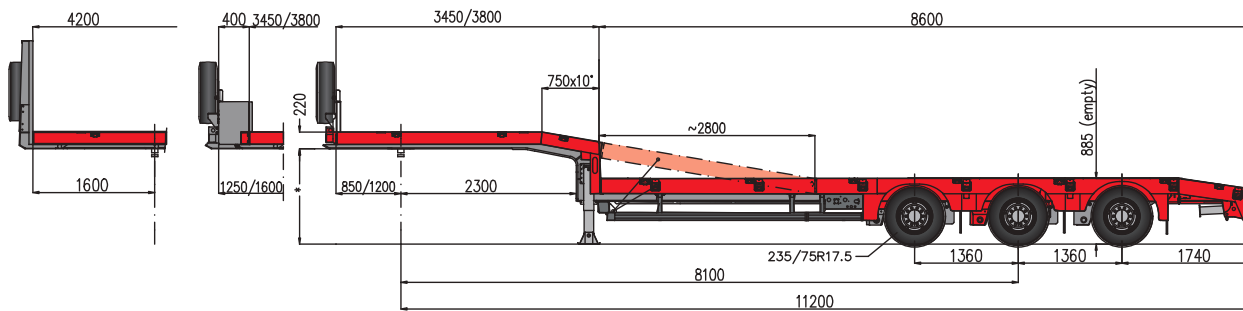
MAX100-N-3-9.30

L = 9.300 mm
GL = 11.900 mm



MAX100-N-3A-9.30

L = 9.300 mm
GL = 11.900 mm
A1 = 4.500 mm
A2 = 6.100 mm

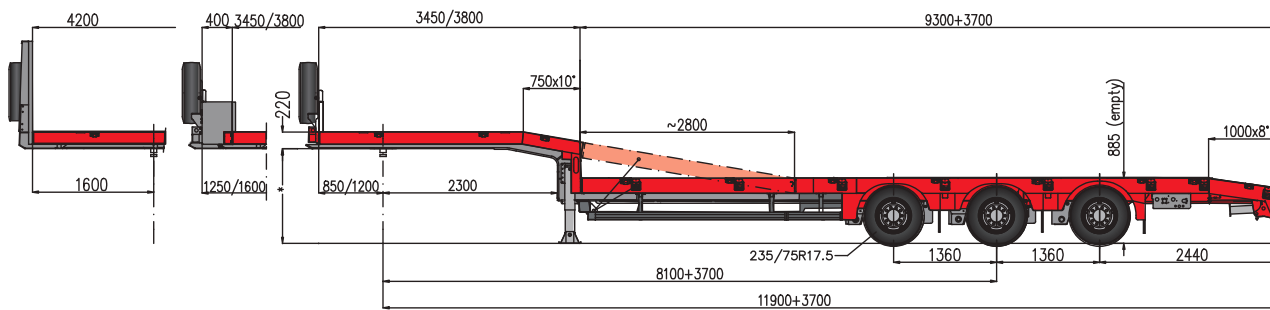


MAX100-N-3B-8.60

L = 8.600 mm
GL = 11.200 mm

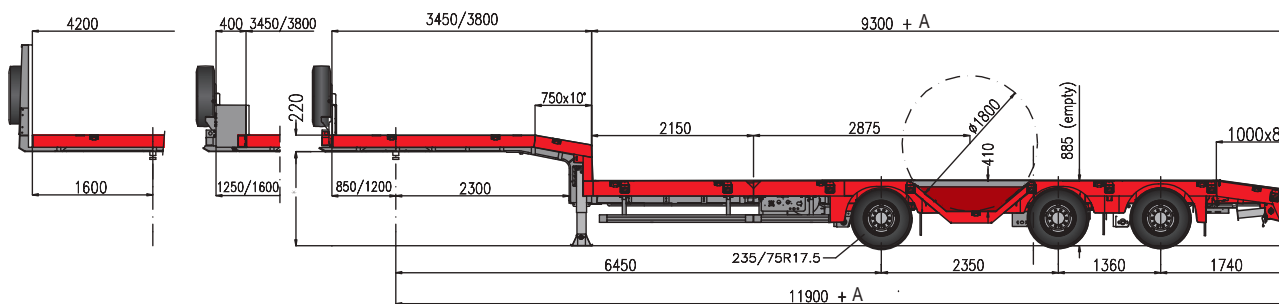
MAX100-N-3B-9.30

L = 9.300 mm
GL = 11.900 mm



MAX100-N-3BA-9.30

L = 9.300 mm
A = 3.700 mm
GL = 11.900 mm

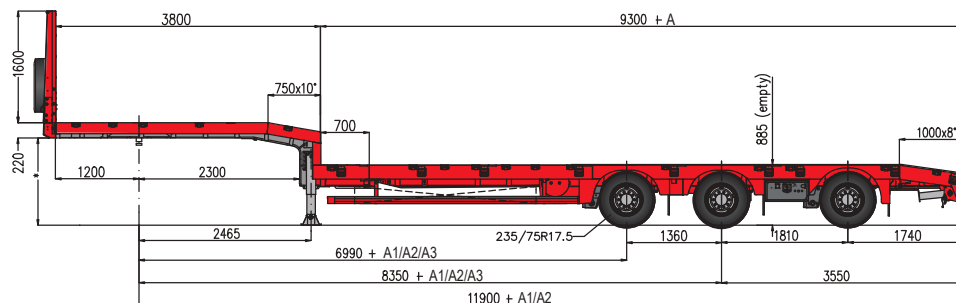


MAX100-N-3A-9.30RM

L = 9.300 mm
GL = 11.900 mm
A = 4.750 mm

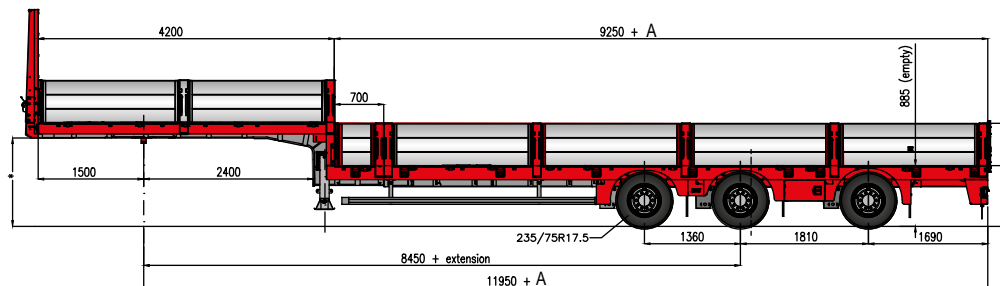
MAX100-N-3A-9.30 (SKAN)

L = 9.300 mm
 GL = 11.900 mm
 A = 6.100 mm

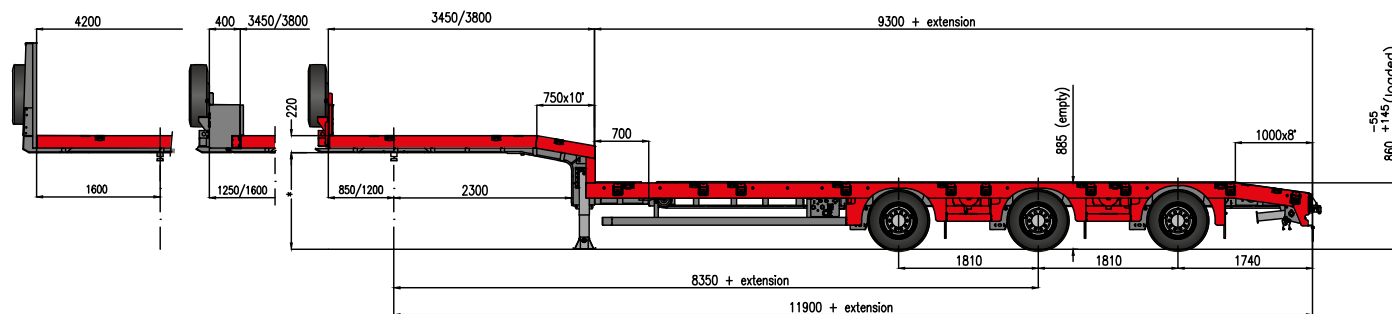


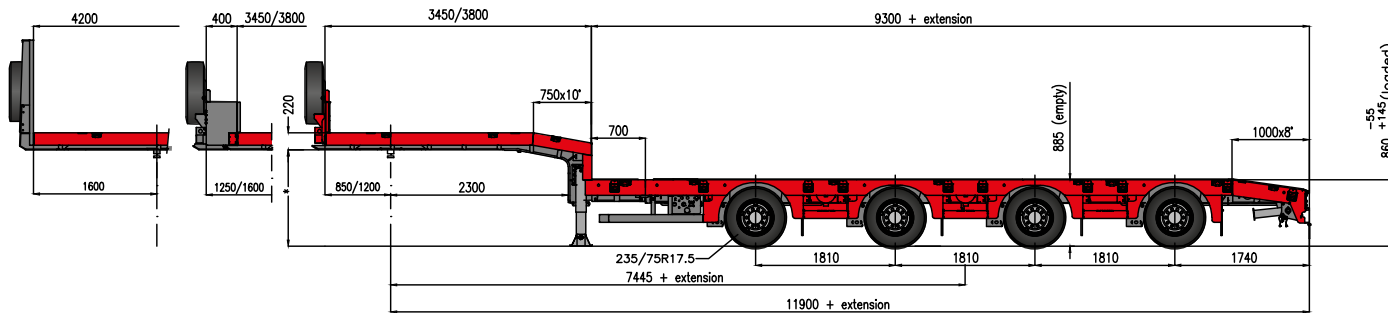
MAX100-N-3A-9.25

L = 9.250 mm
 GL = 11.950 mm
 A = 6.100 mm



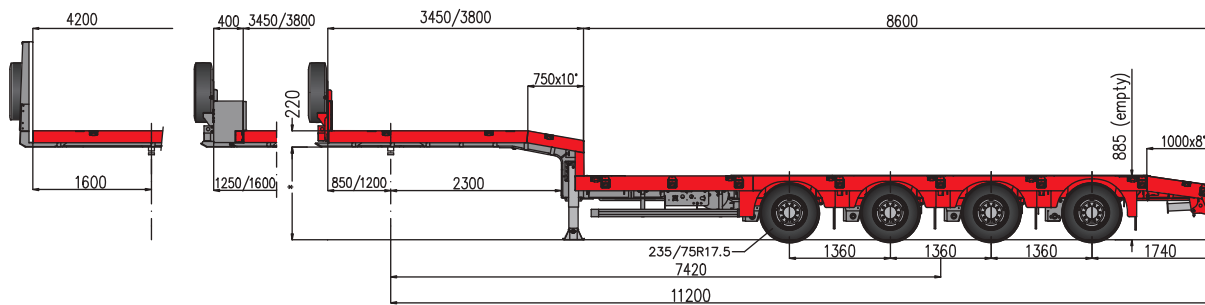
MAX100-N-3A-9.30(RU)





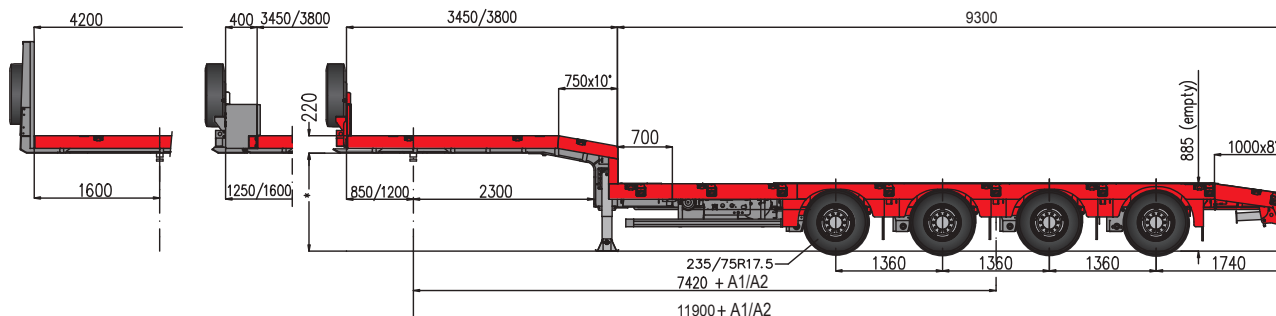
MAX100-N-4A-9.30(RU)

L = 9.300 mm
 GL = 11.900 mm
 A = 6.100 mm



MAX100-N-4-8.60

L = 8.600 mm
 GL = 11.200 mm



MAX100-N-4A-8.60

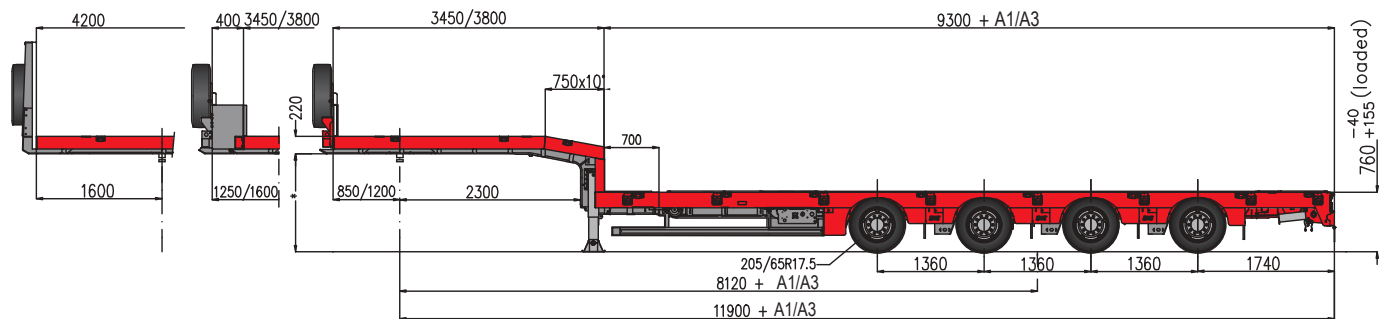
L = 8.600 mm
 GL = 11.200 mm
 A1 = 4.500 mm
 A2 = 5.400 mm

MAX100-N-4A-9.30

L = 9.300 mm
 GL = 11.900 mm
 A1 = 4.500 mm
 A3 = 6.100 mm

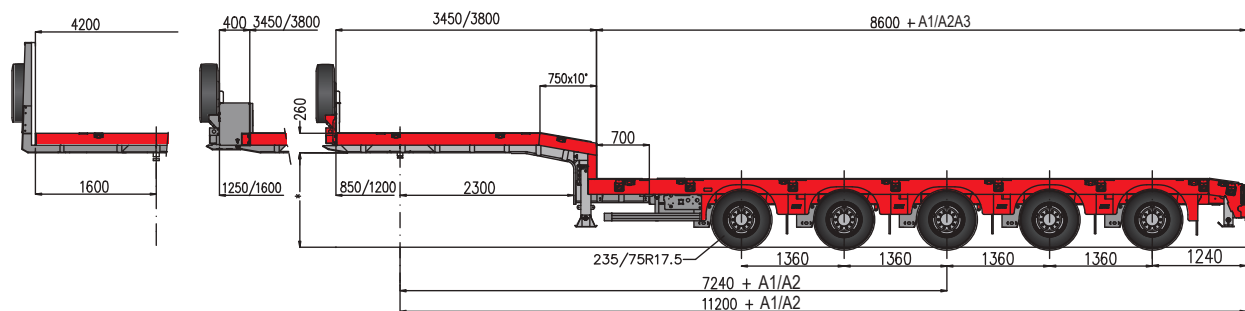
MAX100-N-4AX-9.30

L = 9.300 mm
 GL = 11.900 mm
 A1 = 4.500 mm
 A3 = 6.100 mm



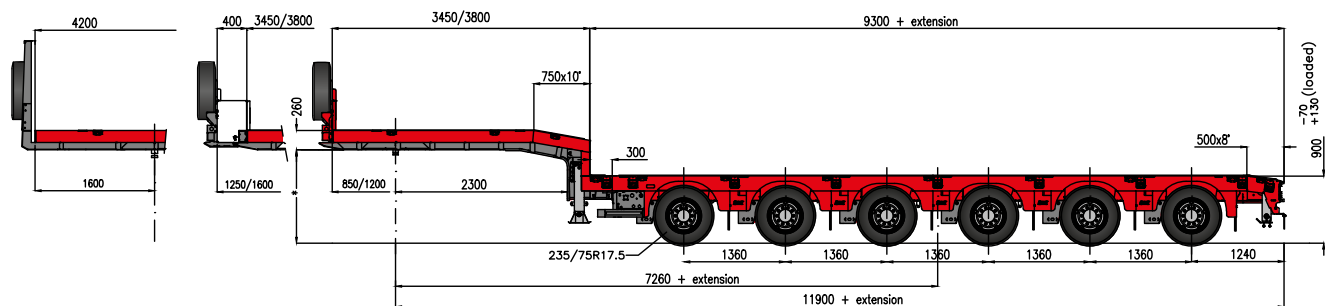
MAX100-N-5A-8.60

L = 8.600 mm
 GL = 11.200 mm
 A1 = 4.700 mm
 A2 = 5.900 mm



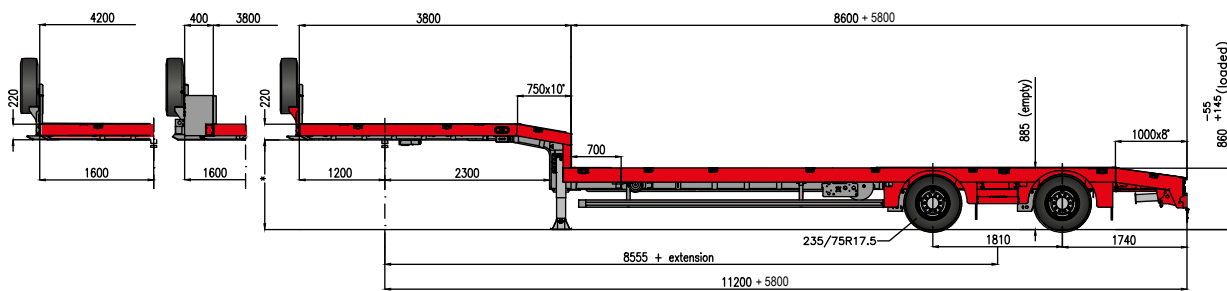
MAX100-N-5A-9.30

L = 9.300 mm
 GL = 11.900 mm
 A1 = 4.500 mm
 A3 = 6.600 mm



MAX100-N-6A-9.30

L = 9.300 mm
 GL = 11.900 mm
 A1 = 4.500 mm
 A3 = 6.100 mm



MAX110-Z-2-8.60

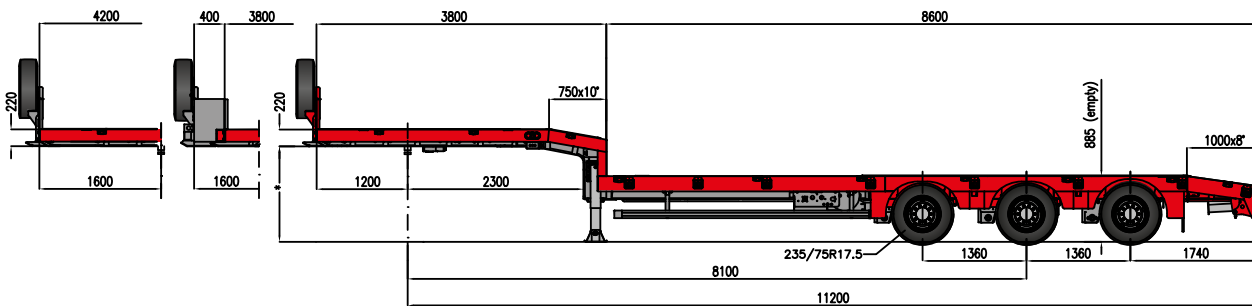
L = 8.600 mm
GL = 11.200 mm

MAX110-Z-2A-8.60

A = 5.800 mm

MAX110-Z-2A-9.30

L = 9.300 mm
GL = 11.900 mm
A = 6.500 mm

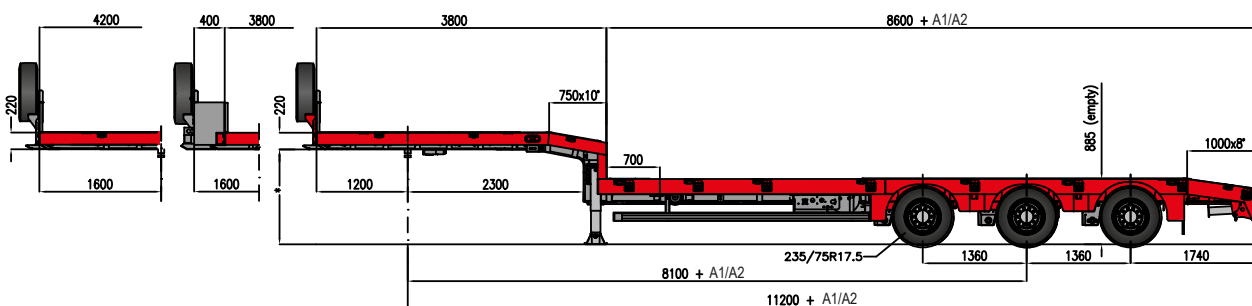


MAX110-Z-3-8.60

L = 8.600 mm
GL = 11.200 mm

MAX110-Z-3-9.30

L = 9.300 mm
GL = 11.900 mm



MAX110-Z-3A-8.60

L = 8.600 mm
GL = 11.000 mm
A1 = 4.500 mm
A2 = 5.800 mm

MAX110-Z-3A-9.30

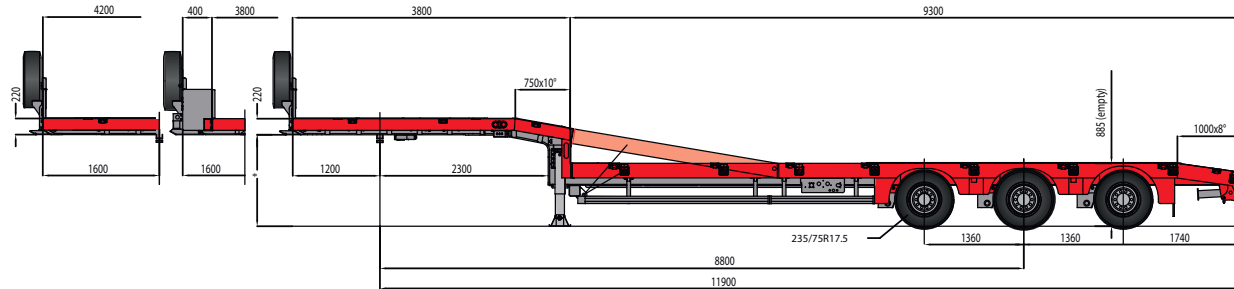
L = 9.300 mm
GL = 11.700 mm
A1 = 4.500 mm
A2 = 6.500 mm

MAX110-Z-3B-9.30

L = 9.300 mm
GL = 11.900 mm

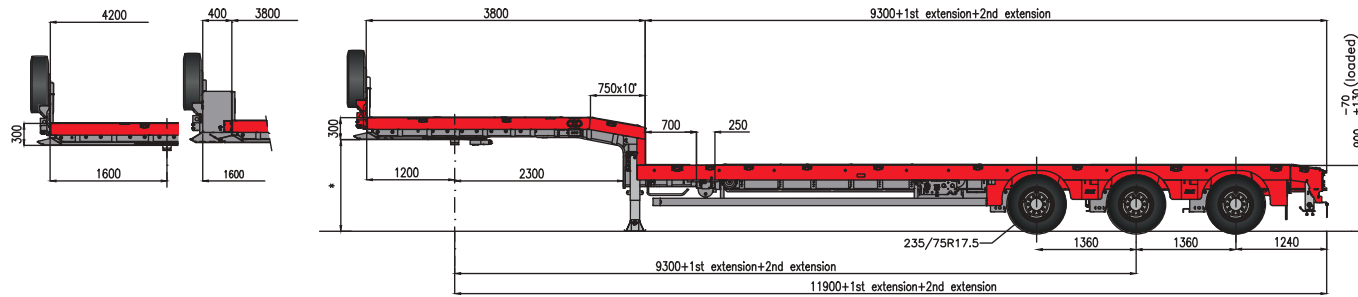
MAX110-Z-3BA-9.30

A = 4.100 mm



MAX110-Z-3AA-9.30

L = 9.300 mm
GL = 11.900 mm
A1 = 6.500 mm
A2 = 6.800 mm

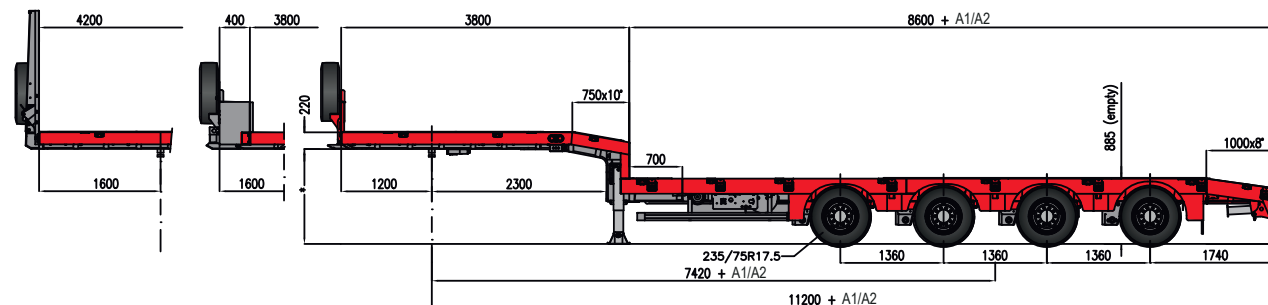


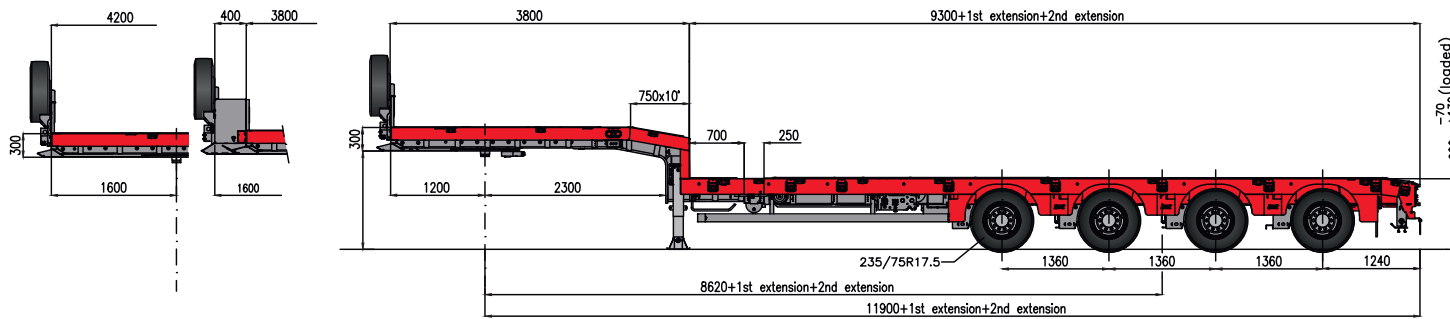
MAX110-Z-4A-8.60

L = 8.600 mm
GL = 11.200 mm
A1 = 4.500 mm
A2 = 5.800 mm

MAX110-Z-4A-9.30

L = 8.600 mm
GL = 11.200 mm
A1 = 4.500 mm
A3 = 6.500 mm



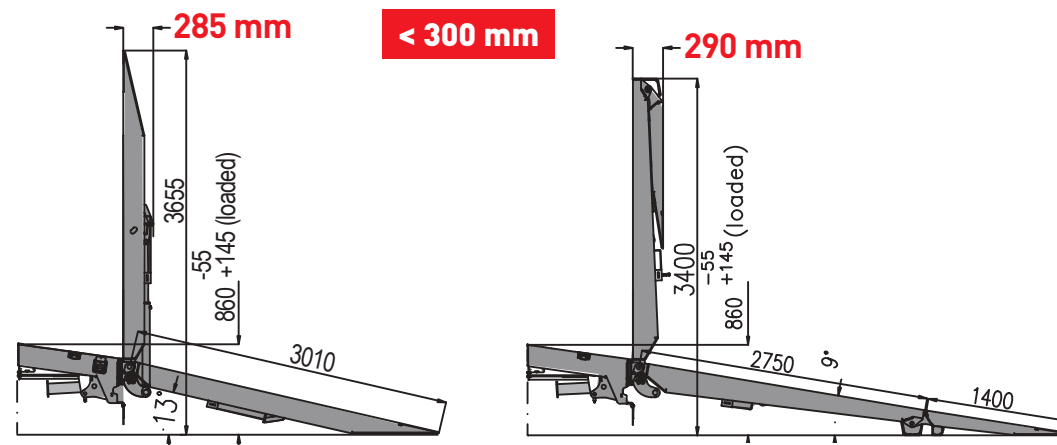


MAX110-Z-4AA-8.60

L = 8.600 mm
 GL = 11.200 mm
 A = 11.900 mm

MAX110-Z-4AA-9.30

L = 9.300 mm
 GL = 11.900 mm
 A = 13.300 mm



// MAX200/210

The MAX200 model is a 3 or 4 axles extendable and non extendable flatdeck semi-trailer. All models have a standard width of 2.540mm and a maximum length of 13.600mm. MAX210 is the option with hydro-mechanical steering of the MAX200.



Axles	3-4
Suspension	pneumatic
Width	2,540mm
Total length	16,500mm with truck 4x2

// SAF Axles

// 19.5" and 22.5" tires

// Always single tyres

// Fifth wheel height loaded: 950 – 1,350mm

// STANDARD EQUIPMENT



- // SAF-axles with pneumatic suspension, with disc brakes (430mm/22.5" or 370mm/19.5"), with lifting/lowering valve.
- // Tire 435/50 R 19.5" or 385/65 R 22.5" according to choice of the manufacturer.
- // Top quality and long-lived protection against corrosion of the welded frame (standard steel grid blasted) guaranteed by
 - a 2 components of 2K zinc rich epoxy primer
 - a high quality 2 components 2K direct to metal top coat.
- // Rear end metalized and painted in RAL 9010.
- // Electric system conform to the EU-regulations lighting 24 volt ASPÖCK-NORDIK (ASS3).
- // ASPÖCK-UNIBOX on the galvanised front connection ledge with socket 24N, 24S & 15 pole. Connection to the ISO norm.
- // Reflectors (red or yellow) according to the EU regulation at the rear of the trailer.
- // Yellow reflective tape according to the EU regulation over the entire length and at the rear.
- // Landing gears JOST (mechanic) with 2 speeds, lifting capacity 24t (50t proof load).
- // 2 wheel chocks with carrier.
- // King pin 2".
- // Red and yellow air couplings on the galvanised front connection ledge.
- // Braking system WABCO following EU-regulations with EBS-E system, without connection to the truck.
- // Holder for one beacon light at the rear of the trailer.
- // One galvanised steel headboard, height ca. 1.200mm.
- // On the right and left in the front area and at the rear of the trailer one holder for the warning boards and socket.

// OPTIONS



Alu-sideboards in the loading area, height ± 600 mm, with foldable KINNEGRIP stakes.



WADER containerpockets incorporated into the loading platform.



Rows of stake pockets in the loading platform.



ALU-ramps VFR 120
ca. 2,350 x 450 x 120mm.



Holder for alu-ramps.



Ladder mounted on the left and/of right hand side.



Galvanised storage under the loading platform (2,430 x 770 x 400mm).



A galvanised steel headboard, height ca. 1,600mm.



A galvanised steel headboard, height ca. 1,200mm.



A galvanised steel headboard, height ca. 2,200mm.



Holder for stakes screwed on the headboard inside.



One lockable tool-box HDPE 620 x 360 x 610 / 1,200 x 500 x 480mm.

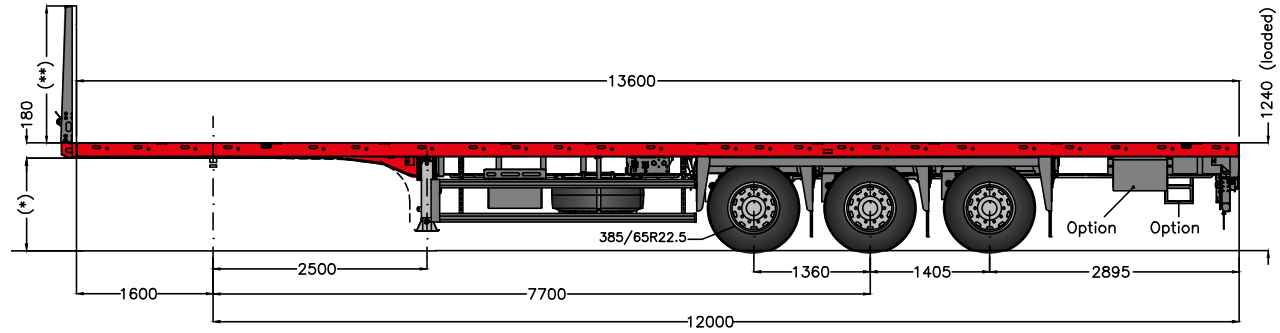


One lockable tool-box INOX 1,200 x 460 x 550 under the loading platform.



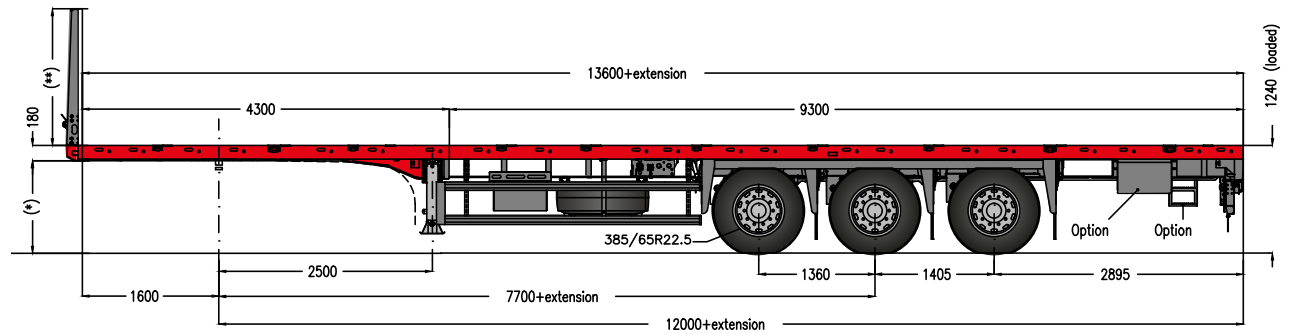
Central greasing BEKAMAX (Pico) with NLGI-2 normal grease with removable protection around the pump. (Only MAX210)

MAX200-S-3-13.60-22.5-2.54



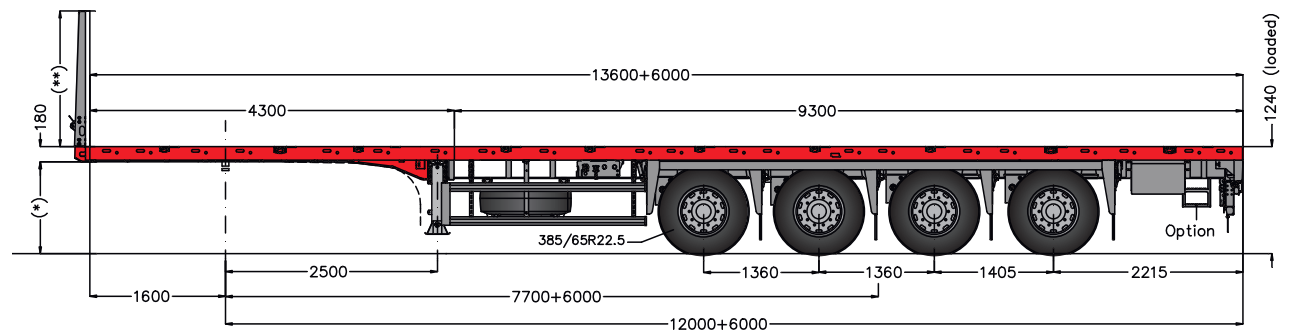
MAX200-N-3A-13.60-22.5-2.54

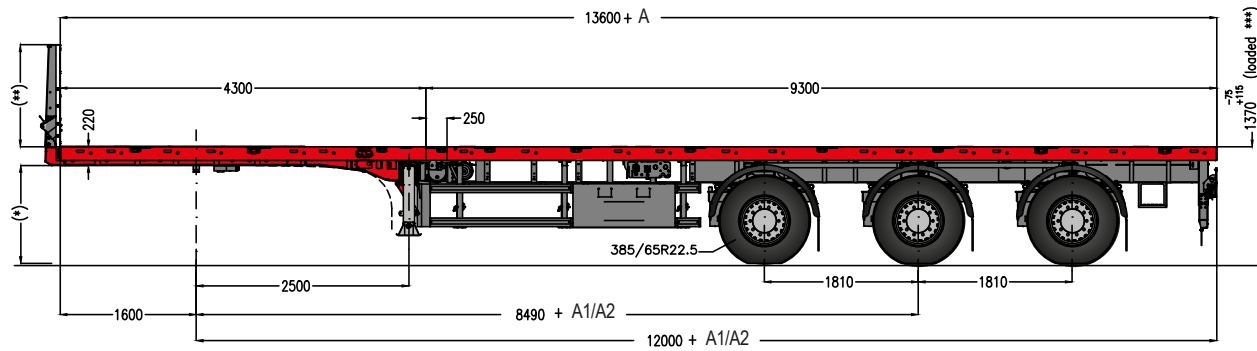
A1 = 6.000 mm
A2 = 7.500 mm



MAX200-N-4A-13.60-22.5-2.54

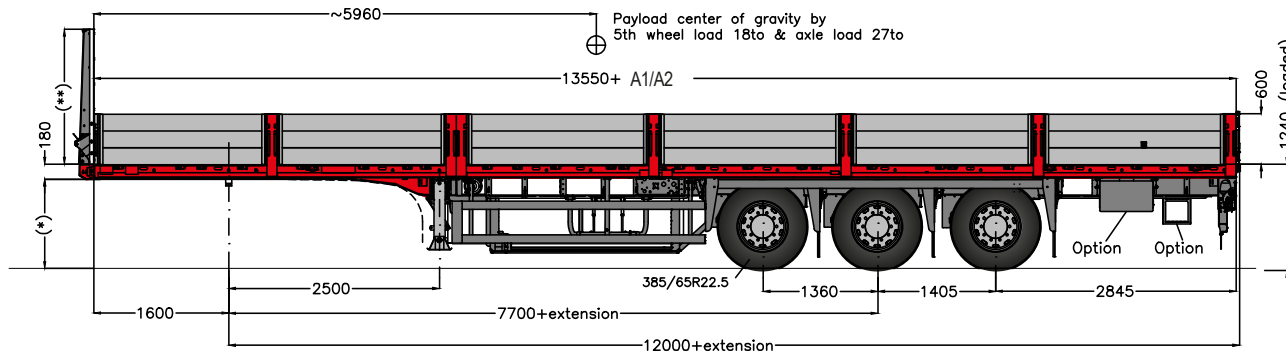
A1 = 6.000 mm
A2 = 7.500 mm





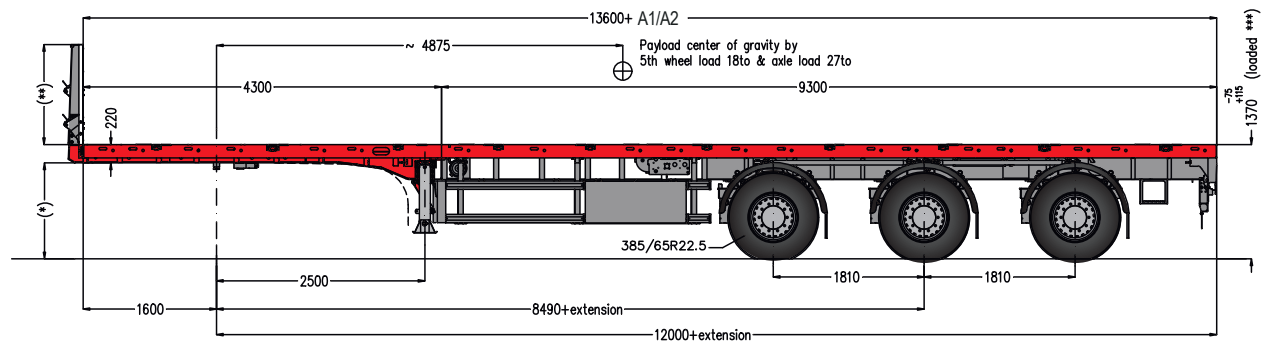
MAX210-Z-3AA-13.60-22.5-2.54

A = 15.400 mm



MAX200-N-3A-13.55-22.5-2.48

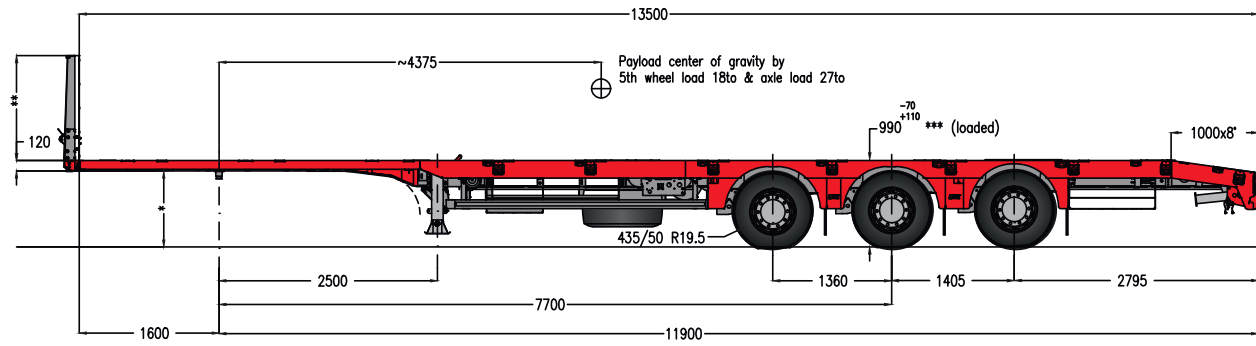
A1 = 6.000 mm
A2 = 7.500 mm



MAX210-Z-3A-13.60-22.5-2.54

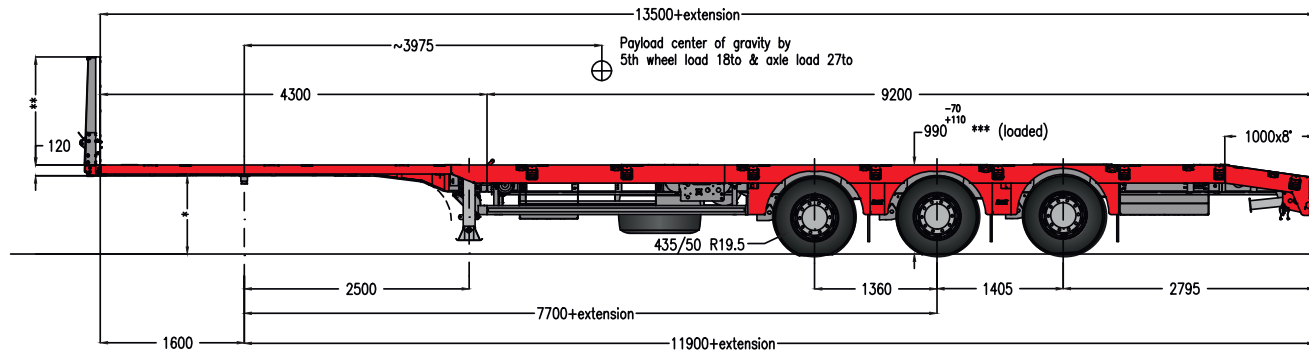
A1 = 6.000 mm
A2 = 7.500 mm

MAX200-S-3-13.50-19.5-2.54

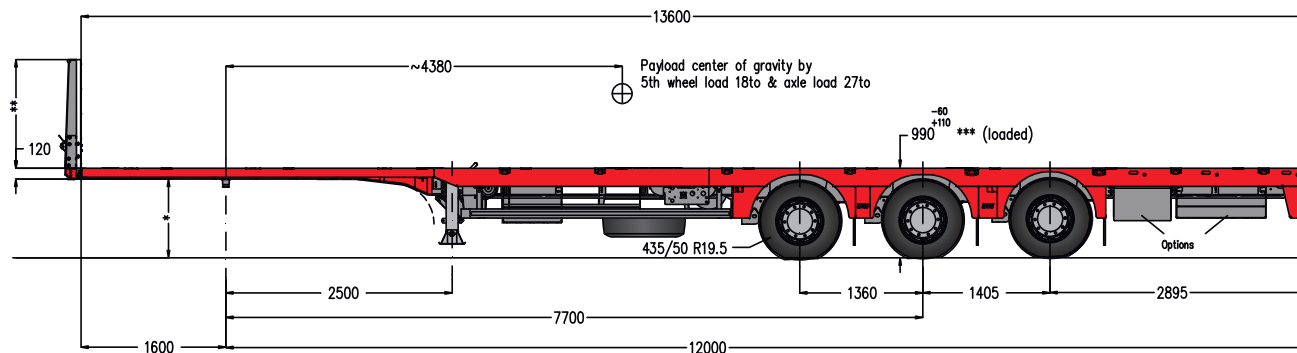


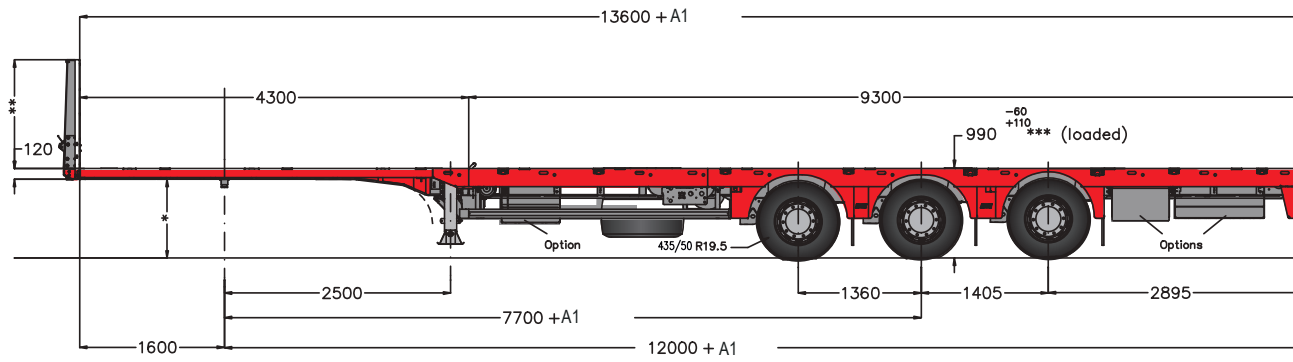
MAX200-N-3A-13.50-19.5-2.54

A1 = 6.500 mm



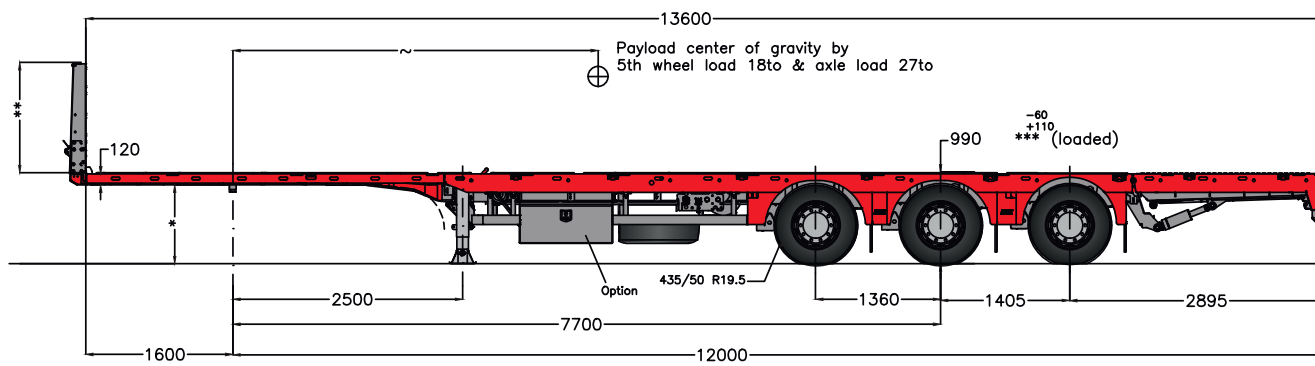
MAX200-S-3-13.60-19.5-2.54





MAX200-N-3A-13.60-19.5-2.54

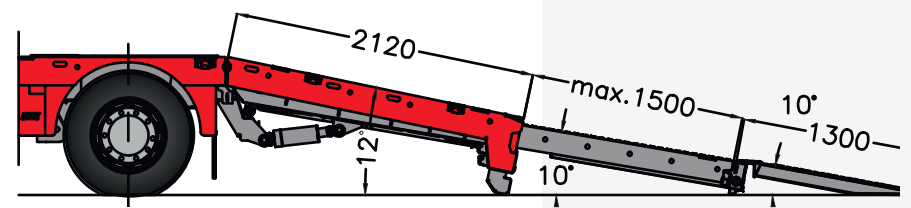
A1 = 7.400 mm



MAX200-N-3-13.60-U-19.5-2.54

MAX200-N-3A-13.60-U-19.5-2.54

The MAX200 with hydraulic rear platform



// MAX300

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



Axles	2-3
Suspension	pneumatic
Width	2,480 - 2,540mm

// SAF axles
// 17.5" tires

// STANDARD EQUIPMENT



- // SAF-axles with pneumatic suspension, with drum brake, with lifting/lowering valve.
- // Tire 235/75 R17.5 according to choice of the manufacturer.
- // Braking system WABCO following EU-regulations with EBS-E system, without connection to the truck.
- // Electric system conform to the EU-regulations lighting 24 volt ASPÖCK-NORDIK (ASS3).
- // Top quality and long-lived protection against corrosion of the welded frame (standard steel grid blasted) guaranteed by
 - a 2 components of 2K zinc rich epoxy primer
 - a high quality 2 components 2K direct to metal top coat.
- // Rear end metalized and painted in RAL 9010.
- // One galvanised steel headboard, height ca. 400mm.
- // A +/- 1,750mm long drowbar , with towing eye (50mm diameter).
- // 2 wheel chocks with carrier.
- // Landing gears JOST (mechanic) with 2 speeds, lifting capacity 24t (50t proof load).
- // Galvanised landing gears at the rear under the loading platform.
- // Holder for one beacon light at the rear of the trailer.
- // Reflectors (red or yellow) according to the EU regulation at the rear of the trailer.
- // Yellow reflective tape according to the EU regulation over the entire length and at the rear.

// OPTIONS



Foldable Alu-sideboards in the loading area, height \pm 400 mm.



Warning boards ca. 423 x 423mm extendable by 400mm with 1 LED position lights.



Hydraulic landing gears.



Square iron ledges 20 x 20mm all 200mm of the beavertail of the loading platform.



Galvanized outriggers, extendable up to ca. 230mm per side.



1st axle as liftaxle (depending on the load) lifting with air bag.



A +/- 1,750mm long drawbar, with a drawbar eye (50mm, 57mm or 68mm diameter).



WADER containerpockets incorporated into the loading platform for 1 x 20" Container. WADER containerlocks.



Pockets for stakes ca. 100 x 50mm in the outer frame of the loading platform.



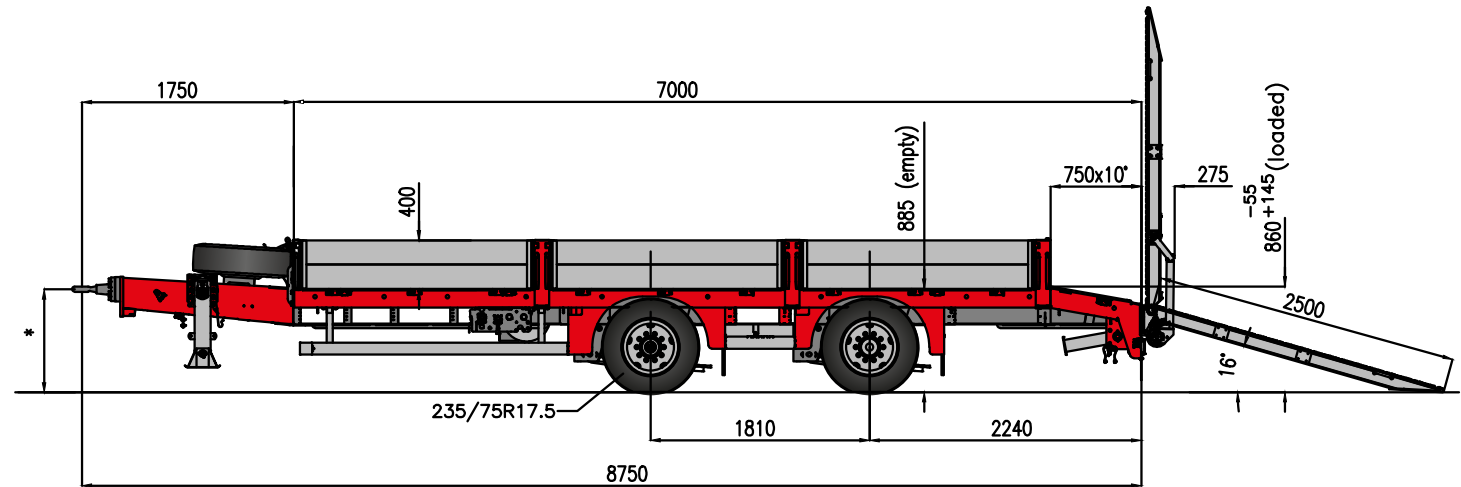
Galvanized storage under the loading platform (2,410 x 1,025mm).



Storage for stakes 1,000mm.

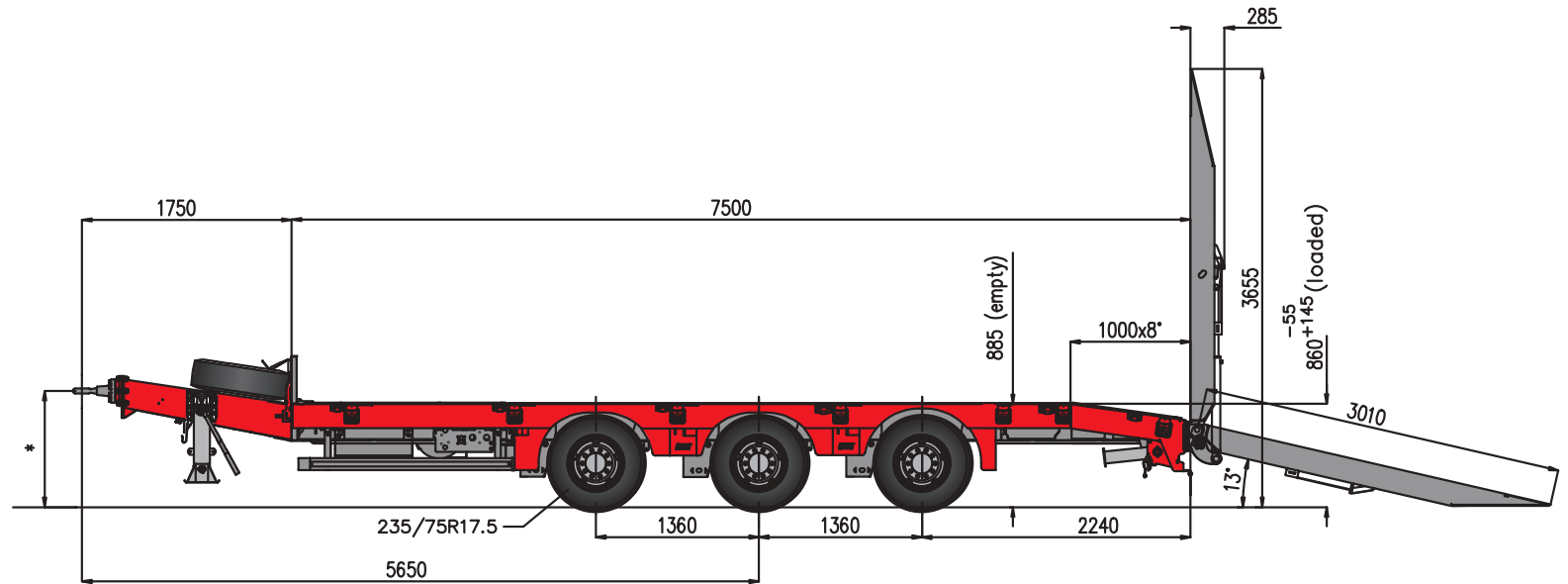
MAX300-S-2-7.00-U

L = 7.000 mm
GL = 8.750 mm



MAX300-N-3-7.50-U

L = 7.500 mm
GL = 9.250 mm





// MAX410

The MAX410 with „hydro-mechanical“ steering is a 3 to 5 axle flatbed semi-trailer specialised in the transportation of crane components and weights.



Axles	3-5
Suspension	pneumatic
Steering	hydraulic steering
Width	2,540mm

- // SAF AXLES
- // 22.5" TIRES
- // ALWAYS SINGLE TYRES
- // FIFTH WHEEL HEIGHT LOADED:
1,280 – 1,400mm

// STANDARD EQUIPMENT



- // SAF-axles with pneumatic suspension, with drum brake, with lifting/lowering valve.
- // Tire 385/65 R 22.5 - 445/65 R 22.5 according to choice of the manufacturer.
- // Top quality and long-lived protection against corrosion of the welded frame (standard steel grid blasted) guaranteed by
 - a 2 components of 2K zinc rich epoxy primer
 - a high quality 2 components 2K direct to metal top coat.
- // Rear end metalized and painted in RAL 9010.
- // Electric system conform to the EU-regulations lighting 24 volt ASPÖCK-NORDIK (ASS3).
- // ASPÖCK-UNIBOX on the galvanised front connection ledge with socket 24N, 24S & 15 pole. Connection to the ISO norm.
- // Reflectors (red or yellow) according to the EU regulation at the rear of the trailer.
- // Yellow reflective tape according to the EU regulation over the entire length and at the rear.
- // Landing gears JOST (mechanic) with 2 speeds, lifting capacity 24t (50t proof load).
- // 2 wheel chocks with carrier.
- // King pin 2".
- // Storage for stakes in the central carrier .
- // Red and yellow air couplings on the galvanised front connection ledge.
- // Braking system WABCO following EU-regulations with EBS-E system, without connection to the truck.
- // Holder for one beacon light at the rear of the trailer.
- // One galvanised steel headboard, height ca. 1,200mm.
- // On the right and left in the front area and at the rear of the trailer one holder for the warning boards and socket.

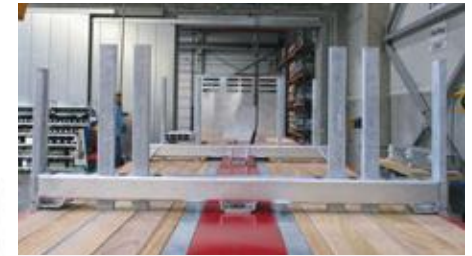
// OPTIONS



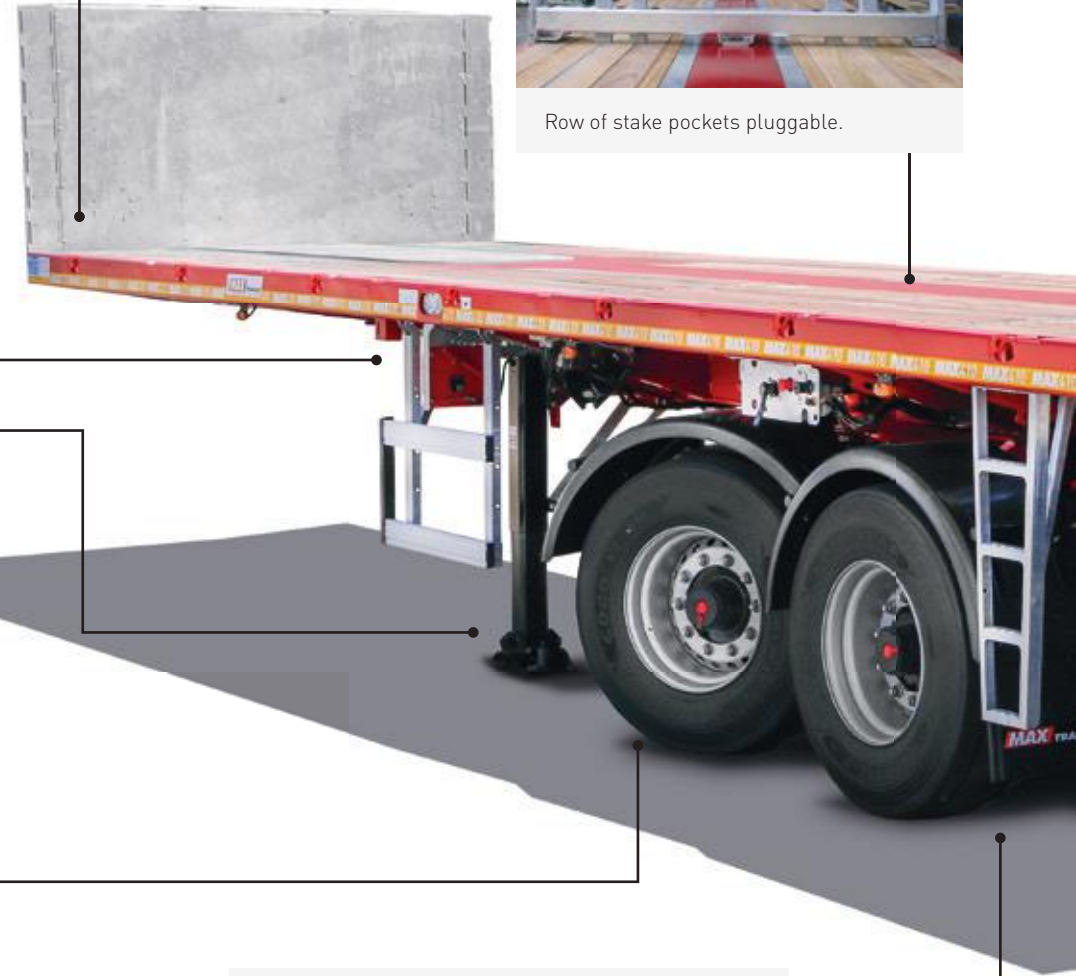
Warning boards ca. 423 x 423mm extendable by 400mm with 1 LED position lights



Holder for stakes screwed on the headboard inside.



Row of stake pockets pluggable.



Hydraulic front landing legs.

Load manometer for the axle load included load graph.

Infrared remote control for the hydraulic steering, additional to the cable-remote control, with LED control lamp on the receiver for the alignment of the axles.



1st axle as liftaxle (depending on the load) lifting with air bag.

Ladder mounted on the left and/of right hand side.



One lockable tool-box HDPE 1,200 x 500 x 480 under the loading platform



One lockable tool-box INOX 1,200 x 460 x 550 under the loading platform.



A spare wheel carrier, under the loading platform.



WADER containerpockets incorporated into the loading platform for 1 x 10" Container 1 x 20" Container, 2 x 20" Container of 1 x 40" Container. WADER containerlocks.



Storage for stakes in the central carrier.



Rows of stake pockets in the loading platform for stakes 100 x 50mm.

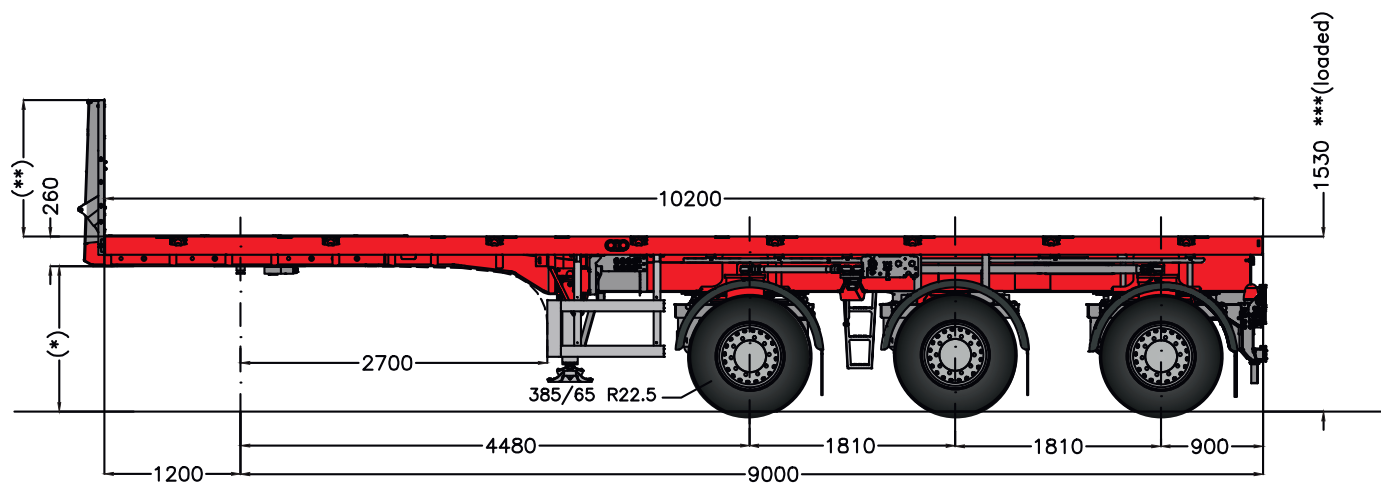


LED working lamps at the rear of the trailer.

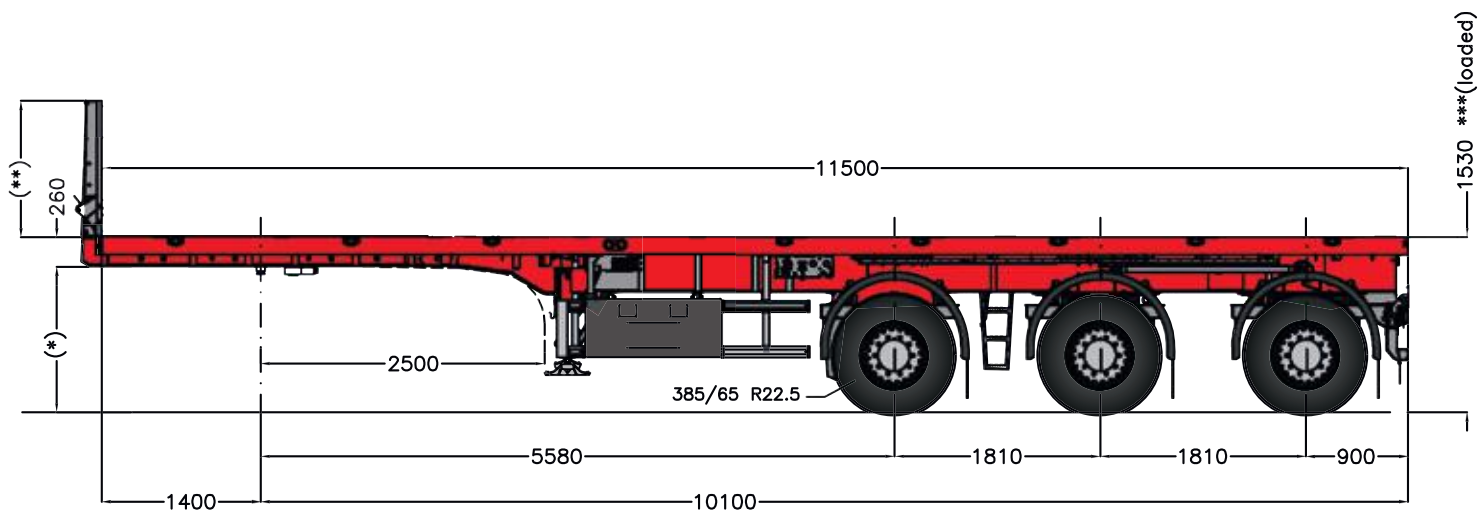


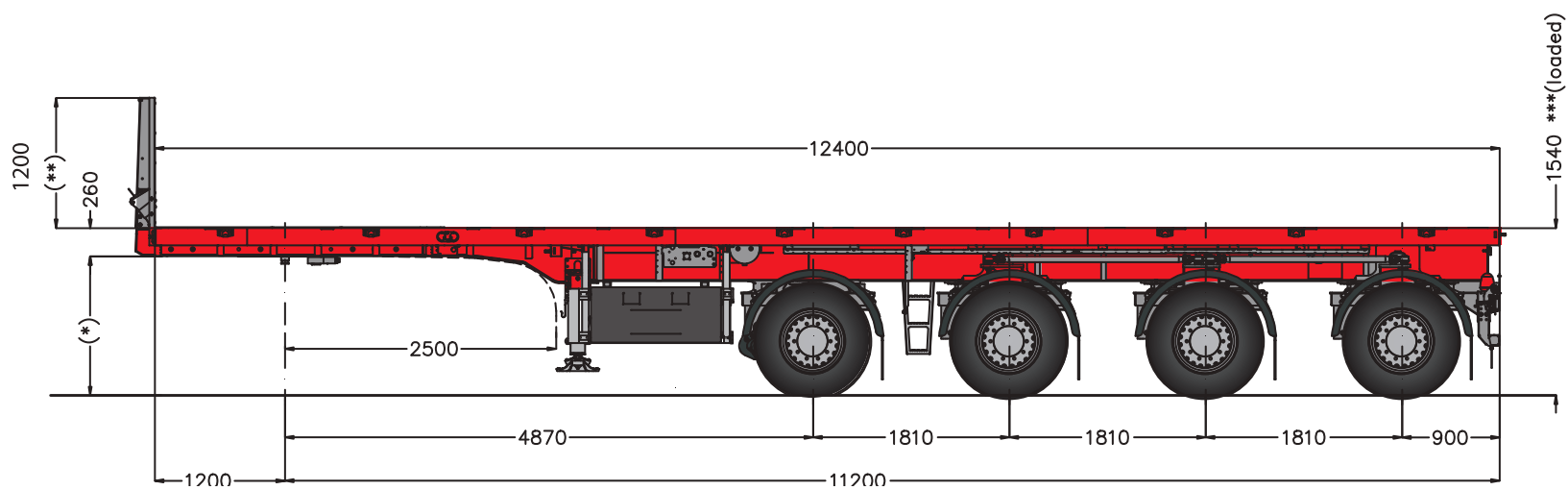
Central greasing BEKAMAX (Pico) with NLGI-2 normal grease with removable protection around the pump.

MAX410-Z-3-10.20-22.5-2.54

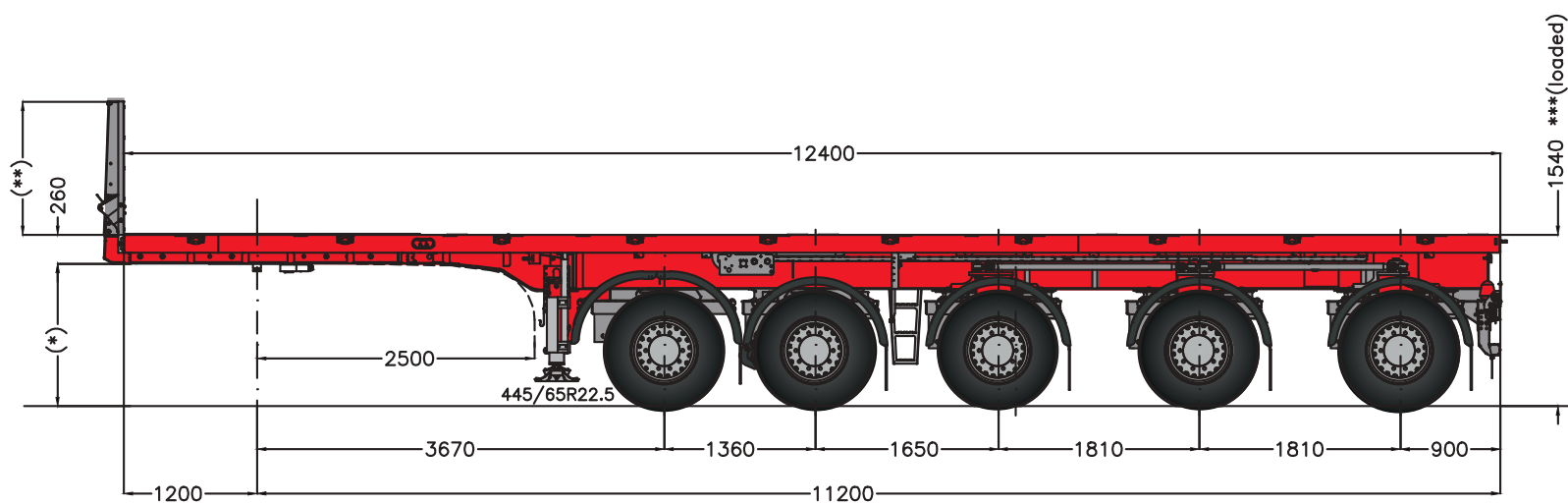


MAX410-Z-3-11.50-22.5-2.54





MAX410-Z-4-12.40-22.5-2.54



MAX410-NZ-5-12.40-22.5-2.54

// MAX510

The MAX510 is a low bed semi-trailer designed for heavy duty and special transports. Due to its low loading height it is the ideal vehicle for the transport of high goods. The removable gooseneck enables easy loading from the front.



Axles	2
Suspension	pneumatic
Width	2,540mm
Total length	16,500mm with truck 4x2, 6x2, 6x4

// SAF axles

// 17.5" tires

// Fifth wheel height loaded: 1,200 - 1,350mm

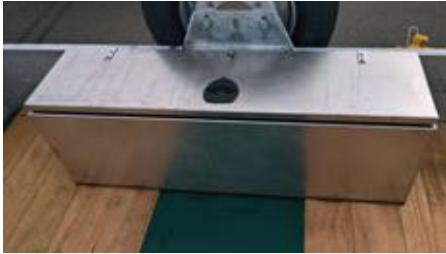
// STANDARD EQUIPMENT



- // SAF-axles with pneumatic suspension, with drum brake, with lifting/lowering valve
- // Tire 235/75 R17.5 according to choice of the manufacturer.
- // Top quality and long-lived protection against corrosion of the welded frame (standard steel grid blasted) guaranteed by
 - a 2 components of 2K zinc rich epoxy primer
 - a high quality 2 components 2K direct to metal top coat
- // Rear end metalized and painted in RAL 9010
- // Electric system conform to the EU-regulations lighting 24 volt ASPÖCK-NORDIK (ASS3)
- // ASPÖCK-UNIBOX on the galvanised front connection ledge with socket 24N, 24S & 15 pole. Connection to the ISO norm.
- // Reflectors (red or yellow) according to the EU regulation at the rear of the trailer.
- // Yellow reflective tape according to the EU regulation over the entire length and at the rear.
- // 2 wheel chocks with carrier.
- // King pin 2".
- // Red and yellow air couplings on the galvanised front connection ledge.
- // Braking system WABCO following EU-regulations with EBS-E system, without connection to the truck.
- // Holder for one beacon light at the rear of the trailer.
- // One galvanised steel headboard, height ca. 400mm.
- // On the right and left under the gooseneck and at the rear of the trailer one holder for the warning boards and socket.

// OPTIONS

MAX510-Z-2A-6.75



A tool box (INOX) on the gooseneck ca. 1,350 x 400 x 400mm

On the gooseneck removable sideboards and rearboard in alu ca. 2,400 x 400mm (L x H). The galvanised rear stakes are dismantlable.



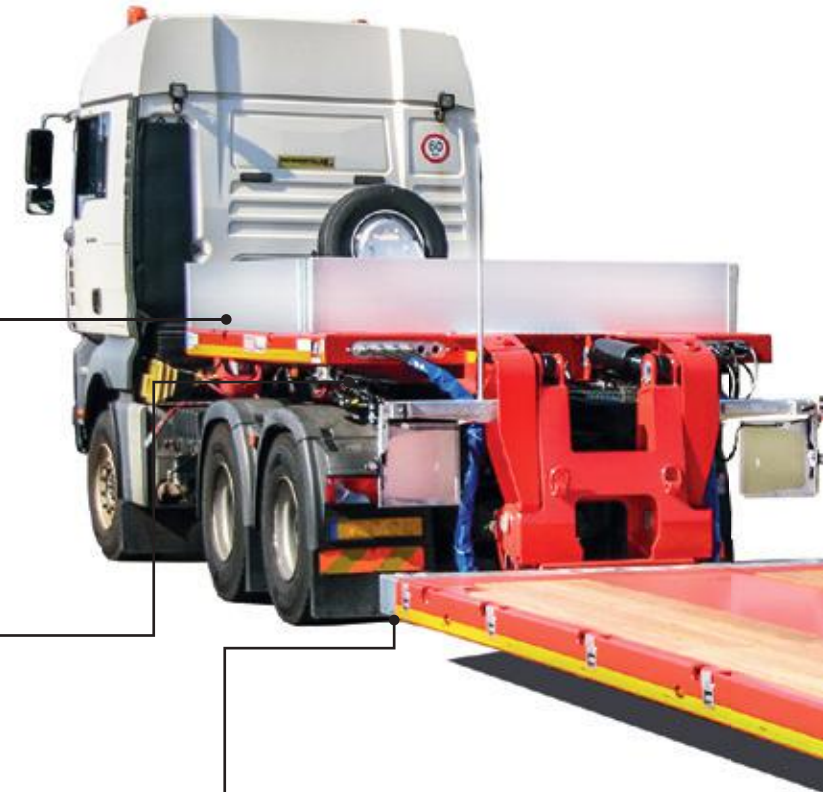
On the gooseneck, air pistol to clean the hydraulic couplings.



Hydraulic connections from loading platform to gooseneck via multi-coupling insted of screwcoupling. Without guarantee.



One removable (galvanised) sliding bolste for 1 pairs of WADER containerpockets. WADER-containerlocks.



ALU ramps ca. 1,500 x 385 x 150mm.



Galvanised outriggers, extendable up to ca. 230mm per side.

Galvanised stakes (galvanised)
ca. 100 x 50mm, height 1,000mm.



Steel-ramps to bridge the deck hooks



ALU ramps VFR 120 to bridge the deck hooks



Central greasing with 2 pumps BEKAMAX (Pico) with NLGI-2 normal grease with removable protection around the pump.

// OPTIONS

MAX510-Z-2-A-6.00-RM

working lamp installed on the neck, operable via on-off switch .

A tool box (INOX) on the gooseneck ca. 1,350 x 400 x 400mm.

On the gooseneck removable sideboards and rearboard in alu ca. 2,400 x 400mm (l x h). The galvanised rear stakes are dismountable.



Hydraulic connections from loading platform to gooseneck via multi-coupling instead of screwcoupling. Without guarantee.



warning boards ca. 423 x 423mm extendable by 400mm with 1 LED position lights.

Infrared remote control for the hydraulic steering, additional to the cable-remote control, with LED control lamp on the receiver for the alignment of the axles.

Load manometer for the axle load included load graph.



Anschraubbare Elemente an der vorderen Traverse zum Überbrücken der Zwischenräume der Ladefläche im ausgezogenen Zustand. Elemente können bei zusammen-geschobenem Zustand in der Ladefläche verbleiben.



Steel-ramps with grip strips cover between lowbed and axle bogie.



Guidance rails chamfered at the rear to insert on the bogie for chain machines.

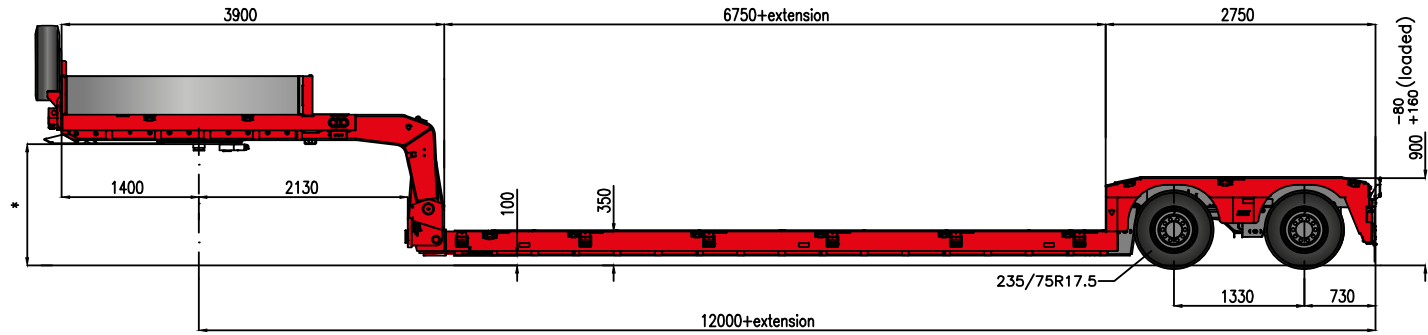
Square iron ledges 15 x 15mm all 260mm of the bogie



Central greasing with 2 pumps BEKAMAX (Pico) with NLGI-2 normal grease with removable protection around the pump.

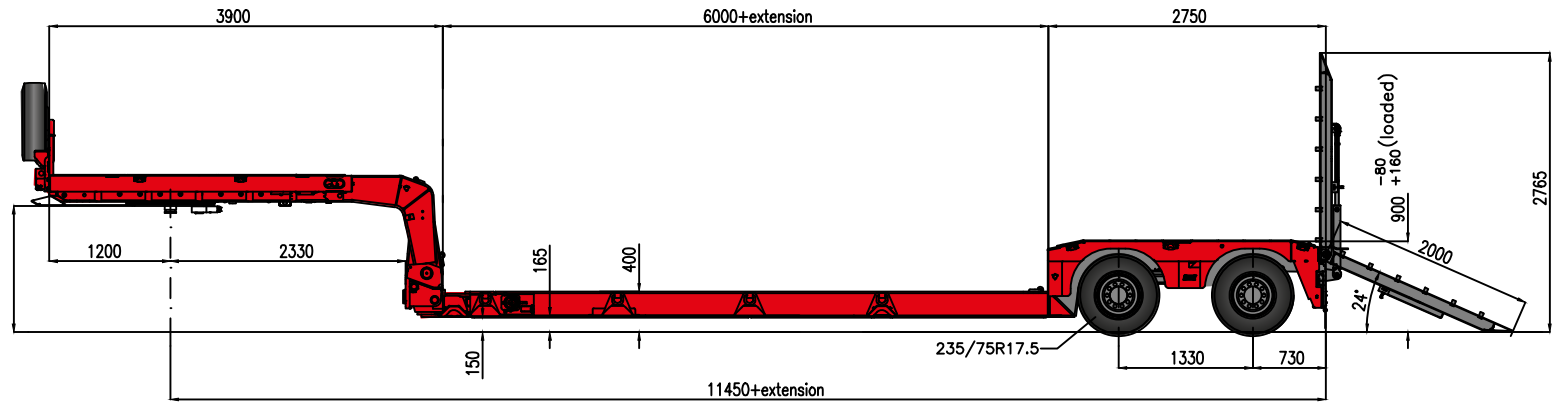
MAX510-Z-2A-6.75

A = 6.750 mm



MAX510-Z-2-A-6.00-RM

A = 4.000 mm





TRANSPORT EXCEPTIONNEL

VOLVO

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80


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80

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// MAX600

The MAX600 is a turntable trailer with 3 or 4 axles designed for the building and public works sector. This completely flat trailer is extremely robust and ideal to transport excavators, construction equipment and other work equipment.



Axles	3-4	// SAF axles // 17.5" tires
Suspension	pneumatic	
Width	2,540mm	

// STANDARD EQUIPMENT



- // SAF-axles with pneumatic suspension, with drum brake, with lifting/lowering valve.
- // Tire 235/75 R17.5 according to choice of the manufacturer.
- // Top quality and long-lived protection against corrosion of the welded frame (standard steel grid blasted) guaranteed by
 - a 2 components of 2K zinc rich epoxy primer
 - a high quality 2 components 2K direct to metal top coat.
- // Rear end metalized and painted in RAL 9010.
- // Electric system conform to the EU-regulations lighting 24 volt ASPÖCK-NORDIK (ASS3).
- // ASPÖCK-UNIBOX on the galvanised front connection ledge with socket 24N, 24S & 15 pole. Connection to the ISO norm.
- // Reflectors (red or yellow) according to the EU regulation at the rear of the trailer.
- // Yellow reflective tape according to the EU regulation over the entire length and at the rear.
- // 2 wheel chocks with carrier.
- // Braking system WABCO following EU-regulations with EBS-E system, without connection to the truck.
- // Holder for one beacon light at the rear of the trailer.
- // On the right and left in the front area and at the rear of the trailer one holder for the warning boards and socket.
- // Bogie with a +/- 1,750mm long drawbar, with a drawbar eye (50mm diameter).
Clutch height 630-810mm loaded.
- // Galvanised landing gears at the rear under the loading platform.

// OPTIONS



WADER containerpockets in the loading platform for one 20" container.

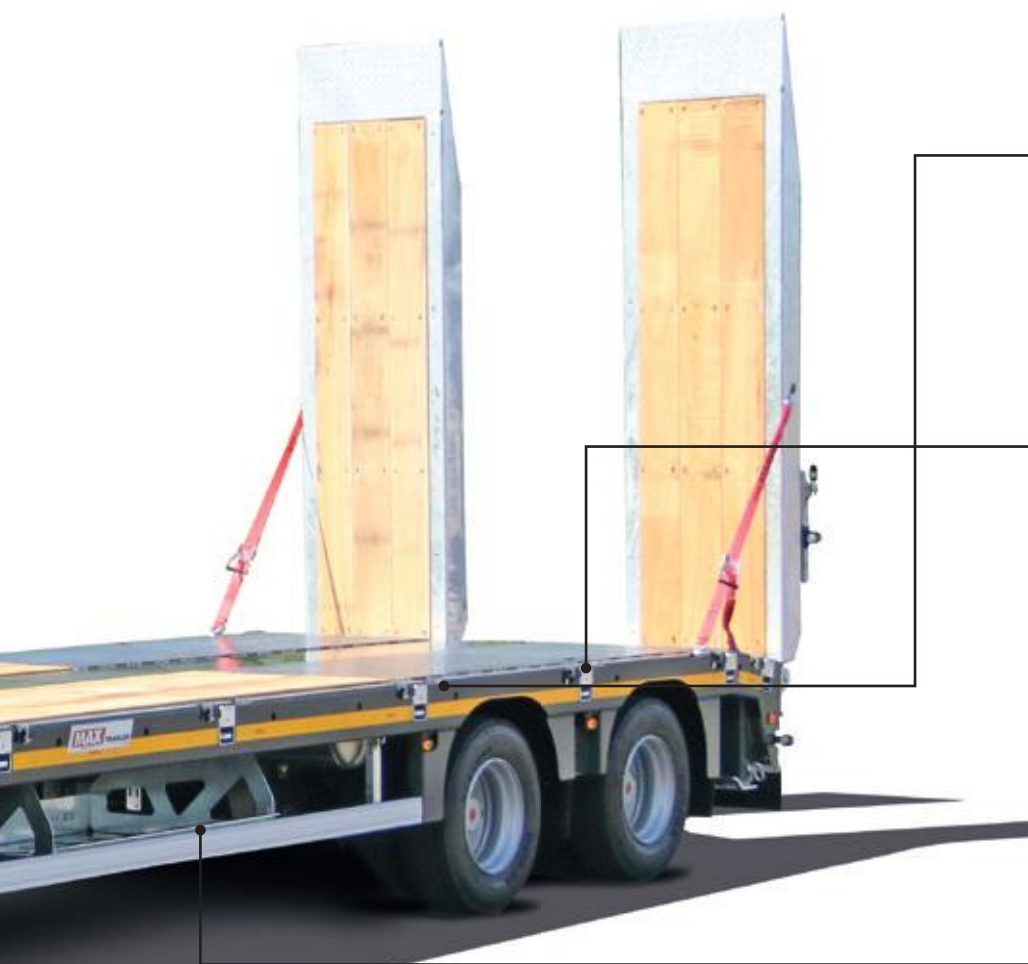


Tool box 565 x 290 x 810mm Inox on the right.



warning boards ca. 423 x 423mm extendable by 400mm with 1 LED position lights





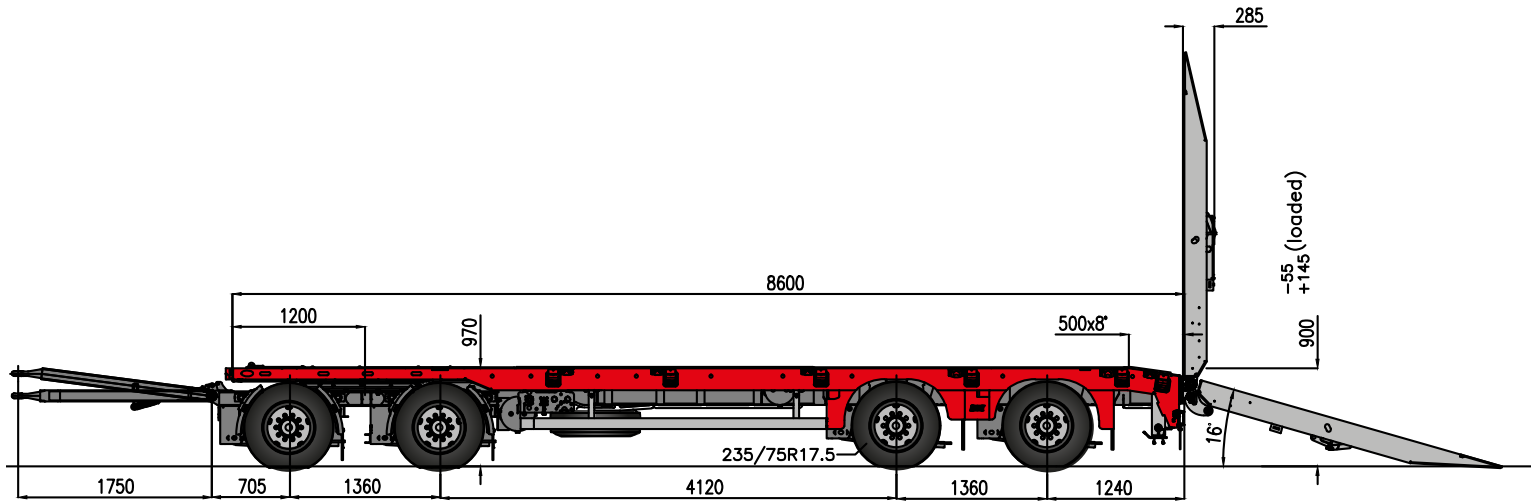
Pockets for stakes ca. 100 x 50mm in the outer frame of the loading platform.



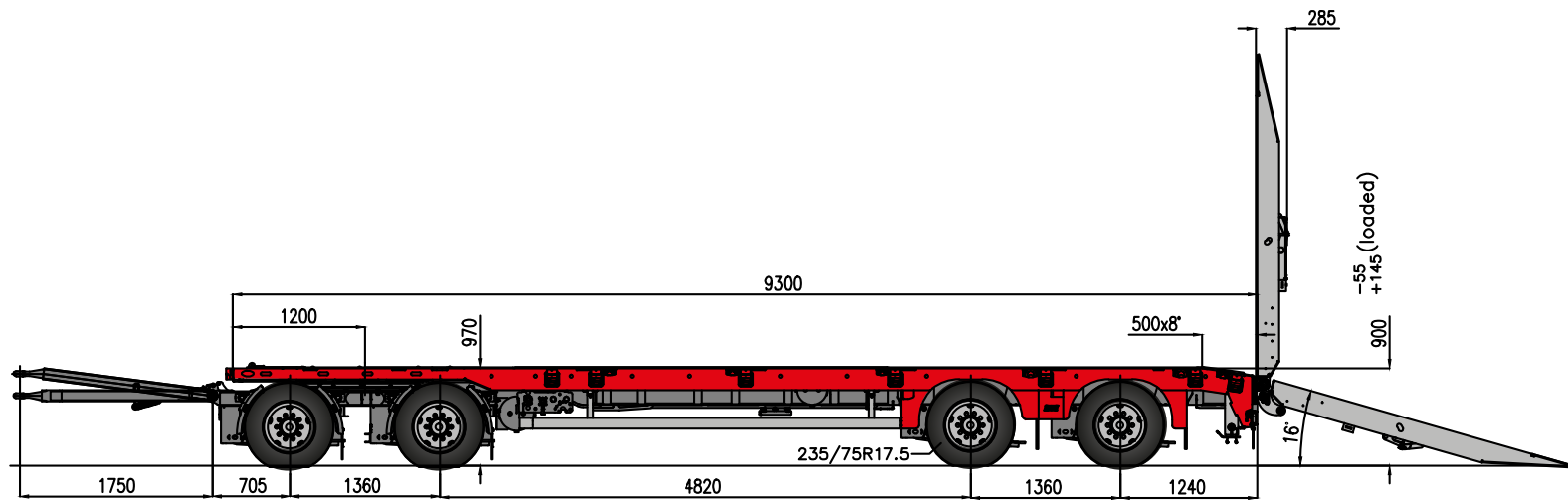
Galvanised outriggers, extendable up to ca. 230mm per side.



Galvanised storage for timber left under the loading platform.



MAX600-4-8.60-U



MAX600-4-9.30-U



PREMIUM QUALITY
AS STANDARD

WE OFFER SOLUTIONS

We offer customized 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 at MAX Trailer!



TRADITION & VISION

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

HIGHEST QUALITY 100% IN-HOUSE

We trust our optimized 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 trailers.



// Spare Parts
Direct and quick!

The modular structure of the MAX Trailer vehicles results in a very high proportion of common parts. This increases the quality of the construction and is advantageous for the customer when ordering spare and wearing parts, because it guarantees maximum interchangeability and decreases material expenditure. All the parts secure the maximum performances and service life of your MAX Trailer vehicle.



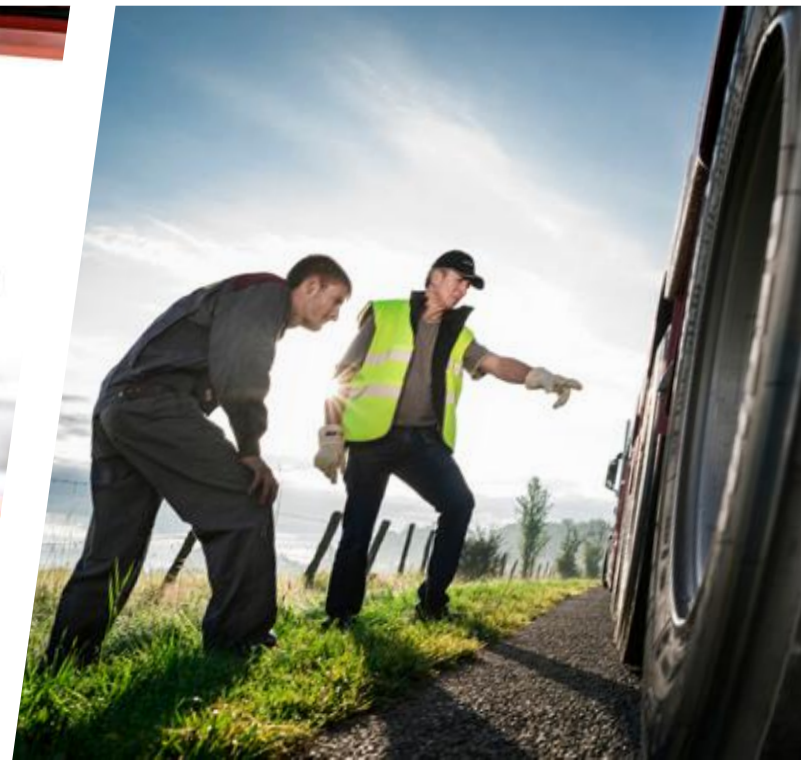
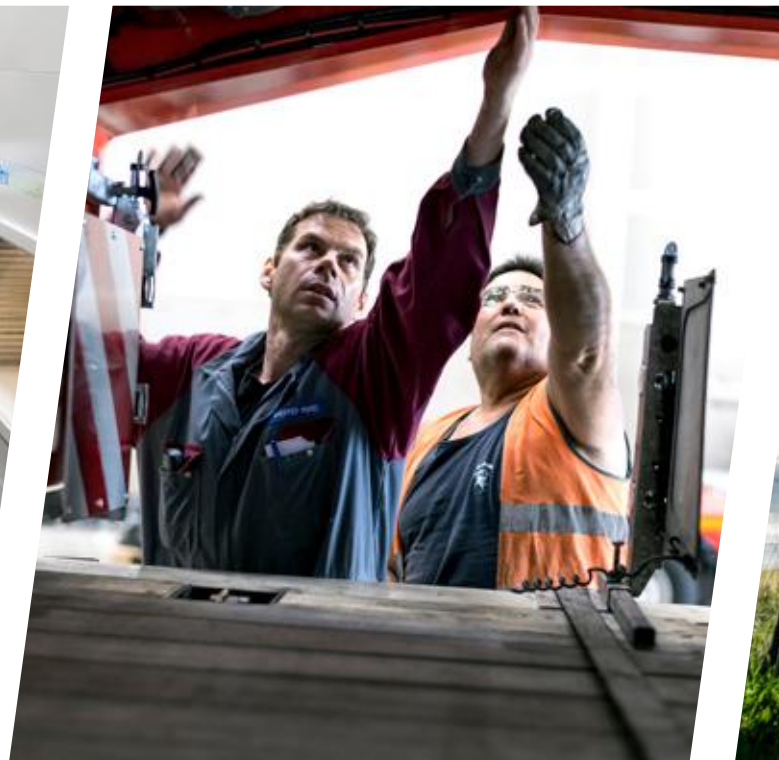
// Driver training
**Resolutely
customer-oriented**

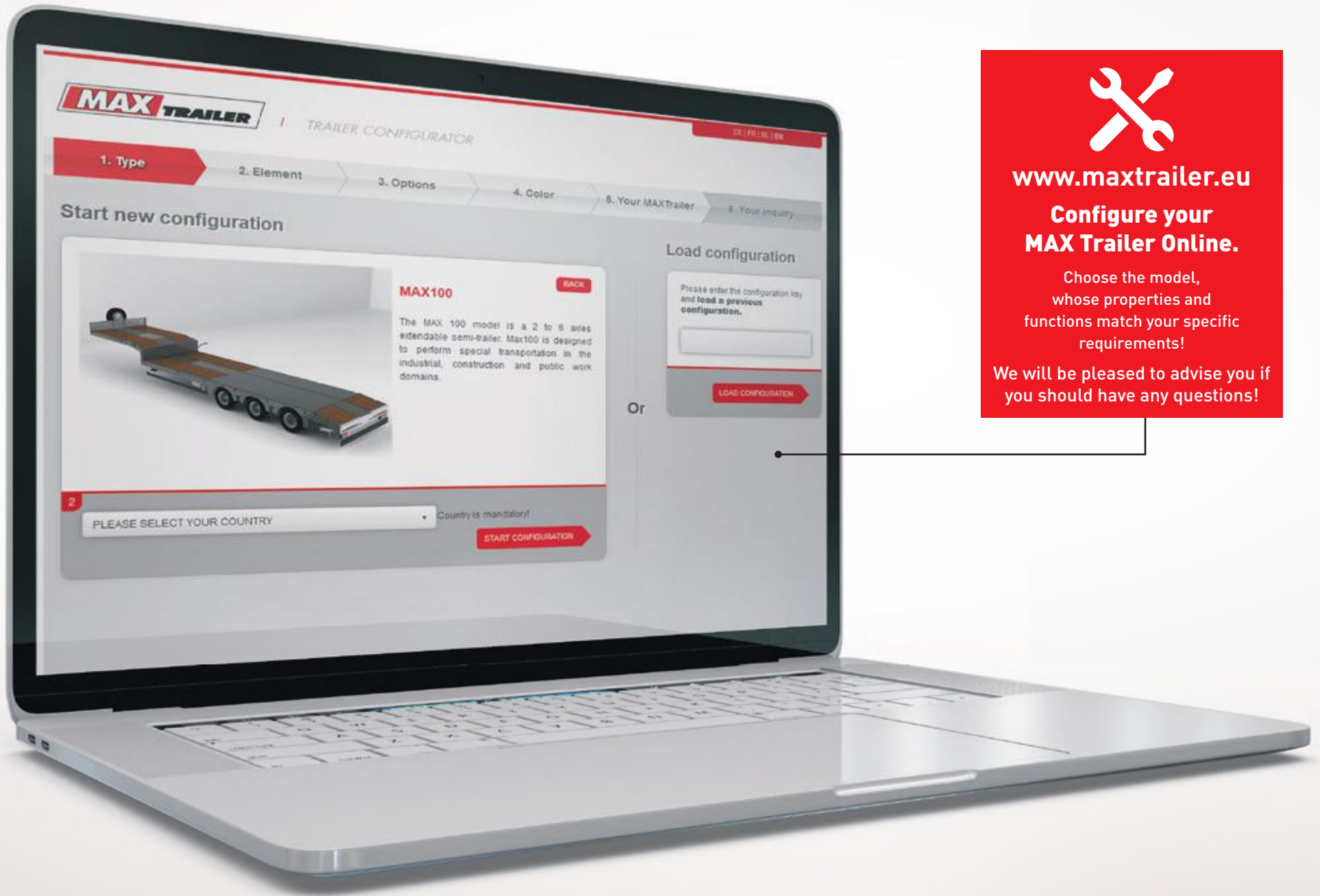
We provide a tailor-made driver training relating to your particular vehicle. Practical and theoretical! The drivers can take possession of their documents and user manuals in their respective languages. Self-explanatory and educational visual material can also be delivered. A complete support package to familiarize the drivers with the new vehicle.



// Service
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