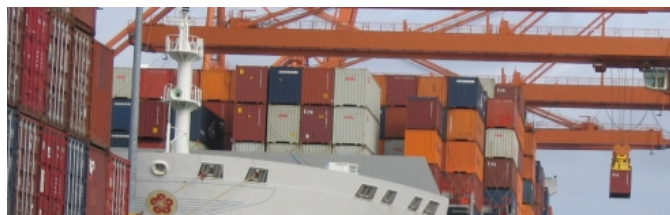


In recent years, the transport of goods in ISO sea containers worldwide increased with large numbers. The advantage of the sea container is that it became a standard package of goods accepted all over the world.



The container will be transported inland and is largely inseparable from its trailer. Where the container goes, the trailer goes too. For unloading you will need a crane or a spreader. This is easy in a place where many containers are handled, but in 95% of the cases, a special crane (150 tons for a 30 ton container) has to be hired. This is expensive and often takes time.

MaxGross can offer a solution with the MaxFrame. The MaxFrame can be built on a standard trailer by your favorite trailer builder. With the MaxFrame you will have a self-loading and unloading container-trailer, with the following specifications:

- Low weight – as such the container may be transported with maximum payload
- complies with the legislation for all size containers including High-Cube containers, so exemptions are not necessary.

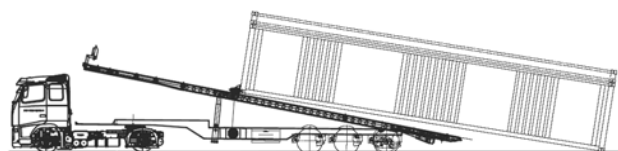
- Cost efficient
- Multifunctional - all sizes containers will fit on a MaxFrame
- Can also be loaded with a spreader or a crane

### *The MaxFrame Trailer Concept*

The MaxGross MaxFrame is a Container transfer system for 20', 30', 40', 43' and 45' ISO containers. The trailer can load and unload all these sizes without requiring a spreader or a crane.

**All sizes can be picked up and put down with the same trailer without adjustment! Even from unpaved surface**

With the unique shifting system the container can be placed in the ideal driving position depending of its size.



The container can be handled by a crane or a spreader on the container terminal so no time is lost there with loading or unloading the container.

The patented MaxFrame can load all size containers, including the high cube versions, within the existing transport legislation. (exemptions are not necessary!)

### *Simplicity.*

A MaxFrame Trailer has great potential and exceeds in simplicity. Only a few moving parts guarantee low maintenance and low failure risks. PLC operation makes it easy to control. The trailer is designed for easy reparability. Should any parts ever need service, they are easily repaired or replaced with few standard tools.

### *Operation*

The trailer should be positioned as straight as possible in front of the container. After the dock beam has been connected to the container, it is ready to be winched onto the trailer. The maximum angle of the container during pickup is **12 degrees**. During the loading process the driver stays in his cabin. From here he can correct operations immediately if necessary.

Technical specifications:	
Length	13800mm ( 543" )
width	2540mm ( 100" )
weight	7500kg (with standard trailer)
Pickup angle	<12°
Container sizes	20', 30', 40', 43', 45' containers, standaard of High Cube.
To transport a High Cube Container within legislation the truck must be a lowdeck.	

### **Not only containers!**

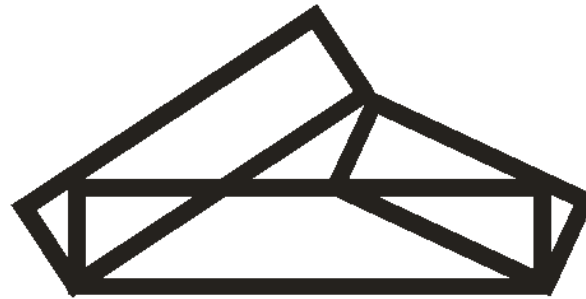
All transport units, equipped with corner castings can be handled with the MaxFrame Trailer. A flat floor or containers with built-in walking floor - everything you can think of with cornercastings can be handled.



Loading with a spreader is also an option



The driver checks loading from his cabine



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Loading, unloading and transporting of all sizes sea containers with the same trailer without adjustment is possible with the MaxFrame trailer

MaxFrame  
The new generation  
Container-Trailer



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