

OPERATION & MAINTENANCE MANUAL



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CUSTOMER INFORMATION

Customer Name	
Delivery Date	
Invoice Date and Number	
Vehicle Type	
Chassis Number	

Stamp & Signature

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This guide is SERİN TREYLER A.Ş. to provide information about the trailer and semi-trailer vehicles.

In order to make the most economical and efficient use of your vehicle, the information given in the manual, the recommendations and the use and maintenance instructions must be observed. Your vehicle has been designed and manufactured in accordance with safety and technical requirements. Therefore, when used within the specified technical limits and the regular maintenance of your vehicle, the life of your vehicle will not be limited to the accidents we do not desire or the economic value.

Your vehicle has been developed in accordance with applicable laws and standards. Replacing the original parts with other parts from other sources and performing any action other than our approval on the vehicle will result in non-compliance with the laws and standards in question and your warranty rights will be invalid.

As a commercial and technical value, we will tell you the importance of maintenance and repair of your vehicle which will provide you with many years of service.

As a manufacturer, SERİN TREYLER A.Ş. reserves the right to carry out technical changes and innovations in its products without any prior knowledge.

If you are looking for information on a specific topic, first look at the table of contents at the front of the manual and find the corresponding page number.

WARRANTY PERIOD AND SCOPE

- 1 The guarantee period of all vehicles produced by the SERIN trailer is two years without the km limit as of the invoice date of the vehicle.
- 2 The scope of this warranty covers all parts and labor charges that have been changed during the repair of defects caused by material workmanship and design defects.
- 3 Changing materials or workmanship does not extend the warranty period.
- 4 The manufacturer gives the decision of the material change or repair under the guarantee.
- 5 The guarantee of the materials received from the supplier is made in accordance with the process of the supplier company. The decision belongs to the supplier.
- 6 Changing materials or workmanship does not imply any liability on behalf of the manufacturer or does not imply acceptance of the error.

WARRANTY CONDITIONS

- 1 Use according to the product manual.
- 2 When structural or mechanical changes are made without the written approval of the manufacturer, the vehicle will be excluded from the warranty.
- 3 These warranty terms apply when the first 10000 km of the vehicle is maintained and the annual periodical maintenance is carried out by the authorized services.
- 4 Direct or indirect defects arising from the use of non-original or non-conforming parts are not covered by the warranty.
- 5 In order to be able to evaluate the failures in the scope of warranty, the authorized service must be contacted within the warranty period.
- 6 In order to be able to evaluate the failures that are occurred within the scope of the warranty, the vehicle must be processed at the authorized services.
- 7 Emergency roadside assistance covers the following costs for emergency situations occurring on the road under warranty conditions. The fixed cost per kilometer is the technician's breakdown and return fee.

WARRANTY CONDITIONS

- 1 Malfunctions caused by user error.
- 2 Faults caused by accident or external factors.
- 3 Malfunctions resulting from excessive and improper loading and unloading conditions.
- 4 Defects caused by the use of original or non-conforming parts by the manufacturer.
- 5 Financial and moral losses.
- 6 Wearing parts (pad, disc, drum etc.)
- 7 Car rental, accommodation, waiting fees.
- 8 Tires, axle etc. The supplier decides on the guarantee of the materials supplied from the supplier and whose service network is wide.
- 9 Bulbs and lighting system.

WARRANTY CONDITIONS

1 2 YEARS DURING OUR GUARANTEE FOR OUR GUEST

- 2 First maintenance (free) and annual periodic maintenance (paid) in the first 10000 km at SERIN authorized service centers.
- 3 Carry out all repairs at an authorized workshop.
- 4 Operation of the vehicle in accordance with the operating instructions.
- 5 The vehicle should not operate with excessive tonnage.

Important Note: Our current service list is available in the authorized services section of our website

Base: The base of the vehicles is covered with phenolic resin coated plywood with high strength and high friction coefficient. The vehicle base is designed for uniformly and superficially distributed loads. SERİN TEYLER A.Ş. without the approval of excessive and point loading can not be done. Take precautions to prevent the floor covering from being damaged and broken by the forks, pallets or other types of packaging.



Front Wall: The front wall is made of aluminum panel and plywood mounted in a detachable steel frame. The tightness of the front wall fasteners must be checked periodically after the first use and every six months. Care should be taken to avoid damage to the front wall during loading, to prevent the load from hitting the front wall during the travel. The load must be fixed and must be checked again before setting off.

Ceiling: Steel or aluminum fixed roof ceiling, side wefts (profile) between the signs formed with box cross-sections. The ends of the roof cross-sections are designed to be crossed. When pulled vertically, the nails will not come out as they are attached. It must be rotated around its axis while pulling it upwards to remove it from the lathe. The opposite of the process should be applied when installing crosses.

Steel or aluminum sliding roof, After opening the rear doors 90 °, lift the upper bumper upwards with the lever inside the door. Pull the rope in the sliding group to which the upper bumper is attached to the front side and thus collect the cross in front. After the installation is done, do the reverse operations. In order to be able to load from the front, remove the chains from the top front and pull them back until they are lapped.

Covers: Lightweight, 180 degree opening, lateral load resistant, high-strength, aluminum-profile covers are available in your vehicle.

Opening the doors: the doors open by pressing down the latch on the lock lever and opening the door handle. When closing the doors: the lock arms are closed by opening the open doors and pushing the lock arms into their slots. It is important to note that the lock tongues fit well.

Removing and Installing Covers: Open the covers 90 ° to align with the vehicle base and slide the covers to the side to release them from the hinge. To install the covers, follow the same procedure.

Props: The pylons are designed so that they can be easily extended to the front or rear of the vehicle without wiping the roof structure, allowing for wider loading.

Disassembling and Fitting of Posts: After the side covers have been opened, pull up the lock handle on the uprights. Pull the upright to the outside and remove the upright from the slot and slide the upright in the direction you want. Reverse the same operation to replace the sewing.

Rear Doors: Pull the right door lock lever at the same time by pressing the lower lock handle and the other hand. If the double is locked, open the locks at the same time and open the door by pulling it out. After opening the door, secure it with the door holders located in the rear side to avoid damaging the door and causing it to crash. The left wing of the door can also be opened with the same operation. Follow the opposite procedure to close the doors.

Caution: When opening the doors, always consider the possibility of the load being moved to the door and falling down.

Opening the Tent: Loosen the awning and remove the hooks from the side of the side frame hooks. Direction. To stretch the awning first: first attach the awning holder profile to the slot on the front post.

- Rear Door: Opening from 270 degrees on both sides, the two-leaf door offers ease of loading and unloading. The door
- All-round gaskets ensure full sealing. Opening and locking of doors It is designed so that it does not cause any difficulty to the driver.
- Rear Door Opening and Closing:
 - Opening the door starts with the right door, if it is
 - Starting from the left door. Locking the door handle by removing the tongue
 - Remove the handles from the slots. Bottom and top
 - After unlocking the lock cams from their slots, open the door
 - Fit the door handles back into the slots. Door and side
 - On the back sides to avoid damaging the walls
 - Secure the doors with the door holders located.
 - Follow the same procedure when closing the doors.
 - Doors Suitably closed, the top and bottom of the cams
 - Check that it is seated. The doors fit a
 - Never travel with the vehicle that is not closed.
- **Caution:** When opening the doors, the load carried always in front of the possibility of falling down



- **Body-to-chassis connection:** The body (box) is connected to the trailer chassis with shoes and bolts, check for daily tightness in the first 5000 km and then monthly. (Tightening torque of bolts: 70 Nm)

Loading:

- Do not allow your vehicle to load more than its load-bearing capacity.
- Ensure that the load is evenly distributed on the vehicle.
- Take appropriate measures to ensure that the load is securely stopped and does not move in the vehicle.
- Be careful not to damage the gaskets when opening the doors.
- If you use a forklift for loading, make sure that the forks of the truck do not hit the walls of the vehicle by hitting their doors.
- In order to get the best performance from vehicles and refrigerant units, the spaces below the load should be left below the minimum.
- In the ceiling with load: 200 mm
- Between load and rear door: 100 mm
- Between load and floor slab: 100 mm
- Proper spaces must be left between the load walls according to the load condition.

Cooling Equipment:

- The first start-up and periodic maintenance of the refrigerating units must be carried out in accordance with the manufacturer's instructions in the refrigerant catalogs. The cooling system operate fully automatically from the first run until the moment of stopping. They are defrosted during this study. If the cooling unit stops for any reason, your vehicle will continue to maintain the cold air inside for a certain time depending on the outside temperature. In such a case, the time required for the repair of the refrigerant is too short to require the vehicle to change the vehicle. If excessive and continuous operation is detected in the cooling device and if the internal temperature of the enclosure is normal to the desired degree:
- (a) There may be an air inlet through the seals in the doors.
- (b) The outside air temperature may be too high.
- (c) Insulation efficiency may have fallen due to aging.
- (d) The requested enclosure temperature may be excessive depending on the refrigerant capacity.
- (e) The air circulation around the load may be insufficient.
- Leave as much time as possible to protect the unit between the operation of the cooling device. Always leave the doors open when the vehicle is parked empty. Do not transport frozen food in a vehicle manufactured for cold foods.
- Ensure that there is sufficient air circulation in your vehicle. Don't think of the trailer as a freezer. Load loads to the vehicle below the desired degree or at least to the desired temperature.



- **Warning:** When driving on refrigerated vehicles, the floor may become slippery at certain times, so be careful when walking.

Cooling Equipment:

- Be careful when opening and closing the doors, taking care not to damage the gaskets and rubber bands.
- Be careful when opening the doors in case the load may have slipped during travel.
- Never drive with a vehicle that has not been properly closed.
- After the vehicle is loaded, ensure that your load is secured by attaching your load properly so that your load does not damage the wall panels and the rear door, and do not allow the load to slip.
- When loading, make sure that your load / pallets do not damage the walls and damage them.
- When loading is done with a forklift, make sure that the forks of the forklift do not collide with the vehicle walls, doors, or side panels.
- Do not overload the vehicle by considering the load carrying capacity of the vehicle. The vehicle may be fully loaded before reaching the maximum allowable weight due to the nature of the load, but it may have been exceeded before the vehicle is fully loaded.

Ensure a smooth distribution of the vehicle on the vehicle.

- If a part of the load is to be emptied during the journey and will continue to be partially loaded, re-arrange the load distribution by considering this situation and allow the vehicle to travel in a balanced condition.

VEHICLE INTRODUCTION

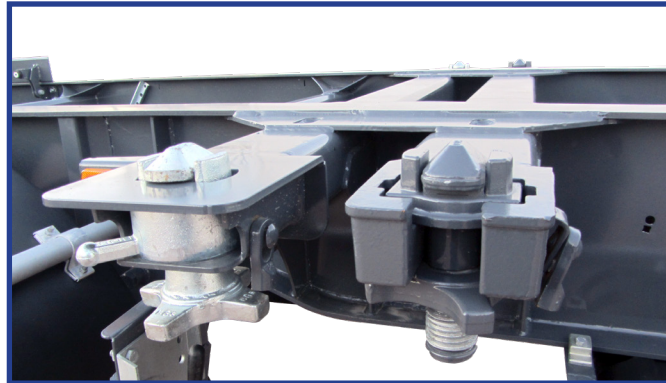
USAGE SPECIFICATIONS CONTAINER CARRIER

- The containers used in transportation are manufactured and dimensioned according to international standards. As shown in the figure below, there are steel casting blocks for container corners, loading-unloading and to ensure that they are secured on the carrier vehicle during transportation.
- In container transport vehicles; There are fasteners called rotating locks. Rotary locks are locked into the slots of the steel casting blocks and secure the containers securely on the vehicle.
- The container can be safely accepted and transported if the container swivel locks are locked and properly locked. The working surfaces of the rotary locks must be greased once a month.



Using Rotary Locks:

- Raise the lock tongue by pushing the handle on the bottom of the rotary lock upwards to secure a container to the container carrier securely. Then turn the handle 90 degrees and lower the container onto the vehicle. After the steel casting blocks in the container are over the rotary locks, lower the container and turn the handle to the previous position. Tighten the lock by turning it clockwise. To detach the container from the vehicle, turn the lever 90 degrees to the body and turn it parallel to the vehicle and lift the container later. After the container has left the car, first rotate the handle 90 degrees to place the rotary locks in the slots and leave it down to the body



Important Note

- Make sure that all rotary locks are correctly locked into steel cast blocks before you leave.

VEHICLE INTRODUCTION

USAGE SPECIFICATIONS DAMPER

Tipper Lowering:



Damper Lifting operations:

- The telescopic cylinder to lift the damper must be moved from the control box in the driver's cab. Although the general operating principles are the same, the control devices may vary slightly. To operate your damper safely, you must know all the features of the control device. NEVER operate the control unit without fully understanding its function and duty.

To Remove the Damper and Empty the Load:

- The vehicle service air pressure must be at least 6.5 BAR. After receiving the vehicle on a level surface, the vehicle must be locked. (Pull back)
- Keep the tractor engine running. (Gear will be empty).
- Check that the oil jacks are installed.
- Unlock the rear door lock (if it is not automatic) when all buttons on the control box are closed.
- Press the clutch pedal to raise the P.T.O handle on the control box.
- Release the clutch pedal.
- Damper will start to lift. Do not use the clutch pedal during this operation.
- When the lift is complete, set the P.T.O latch to the previous position.
- The damper must not be lifted further when the hydraulic cylinder is opened up to the maximum stroke permitted by the limit valve (end-of-stroke valve). The stroke end valve must be checked, if necessary, the setting must be reset or replaced.

Important: During the unloading, attention should be paid to the angle of the case with the floor. (Approximately 7 degrees and angles are dangerous.)

Installation Important Considerations: Do not overload the maximum load specified on the vehicle identification plate. The load must always be spread in a safe and stable manner on the chassis and the load height must not exceed the side walls. In order to prevent the load from falling on the roads, it should be covered with a cover.

Cautions When Lifting Dampers: Covers and hinges on the chassis and the chassis should be checked for safety, if a wear should be directed to the vehicle service.

Important: Check that the hydraulic lines are properly assembled and check for any leaks or wear. It should be ensured that hydraulic lines do not rub and break on attractive evenings.

Air Lines Main Connection Hoses: Air pipes and connections must be tightly connected and supported. Hoses must not be worn. Check for any leakage in any location. Failure to continue to lift after unloading will extend the cylinder life. It should be kept in mind that if the wet material is transported, the weight of the load carried in the same volume will be higher.

Hydraulic Oils:

High-quality base oils should be used to prevent foam formation, oxidation and anti-corrosion and wear-reducing additives. In the hydraulic oils to be used, the values of the following physical properties should be taken as data and the hydraulic oil in the brands which are equivalent to these data should be used. The following table should take into account the specifications in the table below.

Density (15 °C)	0.874	Viscosity index	106
Kinematic Viscosity CSt (40°C)	32.3	Pour Point (°C)	-30
Kinematik Viskozite (cSt) (100°C)	5.5	Flash Point (Closed)(°C)	226

Tanker operations:

- ADR approved Tanker trailers are equipped with bottom and top filling system.
- Number of Partitions: 2- 8
- Tanker capacity: 25000 Lt- 38000 Lt
- **Weights:** 5380 kg (depending on the number of compartments and accessories)
- Tanker operations must be carried out by qualified persons as they require expertise. In case of any nonconformity (deformation, cracking, etc.), welding or repairing process, the After Sales Unit should be contacted and the appropriate service should be made by routing. Tanker welding and repair is a special process and should not be done by unauthorized persons.



Underfilling with API Adapter without Steam Recovery: Filling with the API valve can be performed only at filling stations with optical overfill prevention systems.

Bottom Filling Process: Before all operations, the earthing pin of the filling station **MUST** be connected to the earthing pin of the tanker. Connect the plug of the filling station and the thermistor socket on the tanker. If the optical sensor test by the filling station is positive, filling can be performed. If the test is negative, the tanker will not be charged and the tanker's one or more faulty optical sensors will need to be serviced. To access the work area, open the valve cupboard. Remove the protective cap on the valves to be used for filling. Connect the filling lever (s) of the pump station to the corresponding API valve (API valves).

Oils for Air Condition:

- Feste Spezialöl
- Aral Vitam GF 32
- Esso Nuto H 32
- Mobile DTE 24 -BP Energol HLP 32
- If there is a risk of freezing, use antifreeze instead of oil.

Check the pressure gauge on the air conditioner before filling or draining.

Pressure value min. It should be 5.5 bar.



Open the API valves in the respective compartments by moving the lever; move the lever fully forward.

Note: This lever has 3 settings (Off: completely behind; Less Fluid Flow: centered; Open: fully ahead). Press the black start / stop button on the pneumatic control panel. The light indicator on the start / stop button turns red to indicate that there is air in the system. At the same time, the brake system is locked and the unwanted movement of the vehicle is prevented automatically when filling.

Press the black button on the pneumatic control panel to open the bottom valve of the compartment to be filled. The light indicator at the bottom of the black knob turns red to indicate that the bottom valve is open. The physical condition of each valve is readable by the pneumatic light indicator mounted on the sign board of each compartment- the red light indicator is red = the bottom valve is fully open (vice versa, the light indicator is white = the bottom valve is closed). If the physical state light indicator of the dip valve does not turn red (the bottom valve is open), maintenance is required and the filling operation MUST be discontinued.

- Fill the chamber (compartments), taking care to ensure that the initial quantity of filling does not exceed the relevant compartment capacities. The movements of the small green ball at the bottom left of the API valve indicate that the fluid flows through the valves. You can see the product color at the same time. After the filling process is finished, set the product indicators that indicate the product (s) being carried.
- Close API valves. To close the bottom valves on the pneumatic control panel
- Retract the black button belonging to. (Indicates that the corresponding light indicators return to white, ie the bottom valves are closed Check).
- Start / stop button on pneumatic control panel
- Pull back the air to the system. (Illuminated display That the system is completely closed Check). At the same time opening the brake system Becomes ready. always in front of the possibility of falling down
- Remove the filling levers. Protector on each API valve
- Reinstall the covers. If necessary, accumulate in the valve cupboard opening the discharge valve located under the valve cabinet
- Empty into a fuel bucket.



Fill the chamber (compartments), taking care to ensure that the initial quantity of filling does not exceed the relevant compartment capacities. The movements of the small green ball at the bottom left of the API valve indicate that the fluid flows through the valves. You can see the product color at the same time. After the filling process is finished, set the product indicators that indicate the product (s) being carried. Close API valves. To close the bottom valves, retract the black button of the relevant compartments in the pneumatic control panel (check that the corresponding light indicators turn white, ie the bottom valves are closed). Disconnect air from the system by pulling the start / stop button on the pneumatic control panel. Check that the illuminated indicator turns white, meaning the system is fully closed. (At the same time, the brake system is opened and the vehicle is ready to move.)

Remove the filling levers. Reinstall the protective covers on each API valve. Remove the steam drain hose and remove the vapor drain connection cover. If necessary, empty the fuel accumulated in the valve cup into a fuel bucket by opening the drain valve under the valve cabinet. Remove the grounding tong.

Note: In case of danger during filling, press the red emergency stop button on the pneumatic control panel. In this case, the filling process is automatically cut to prevent any danger.

After filling, the brake system must be opened in order to activate the vehicle. The start / stop button on the pneumatic control panel must be retracted (illuminated display = white). The connection between the vapor recovery adapter and the filling station must be removed and the folding ladder behind the tanker should be closed. This allows the driver to safely leave the filling area during a serious situation (fire, etc.). The locations of emergency safety buttons are located on the pneumatic control panel (red button) in the valve cupboard, on the road side of the tanker on the left rear and in the cabinet.

Vapour Recovery:

The vapor recovery takes place as follows; Bottom valve is open, the tank on the manhole is opened and the steam valve opens.

The fuel vapor generated during the filling Transmits to the collector. The collector valve in the coiler is in this order Closes to prevent fuel vapor from spreading to the outside environment. (The pressure inside the tank or the collector valve in non-filling This is a valve that prevents vacuum. Vapor to the filling station via vapor recovery adapter Sent. Fuel produced by the tanker during this operation

Vapor collector and vapor recovery on the tank Return to the filling station via adapter and Locking of the brake system in the time of the unwanted movement of the vehicle Prevention is ensured. Thus, both the fuel vapor Polluting the environment as well as any spark etc. Reason fire or explosion is prevented.

Important: Cover the air to the air installation on the manhole cover On the manhole cover during opening and closing Care should be taken not to damage the evenings.

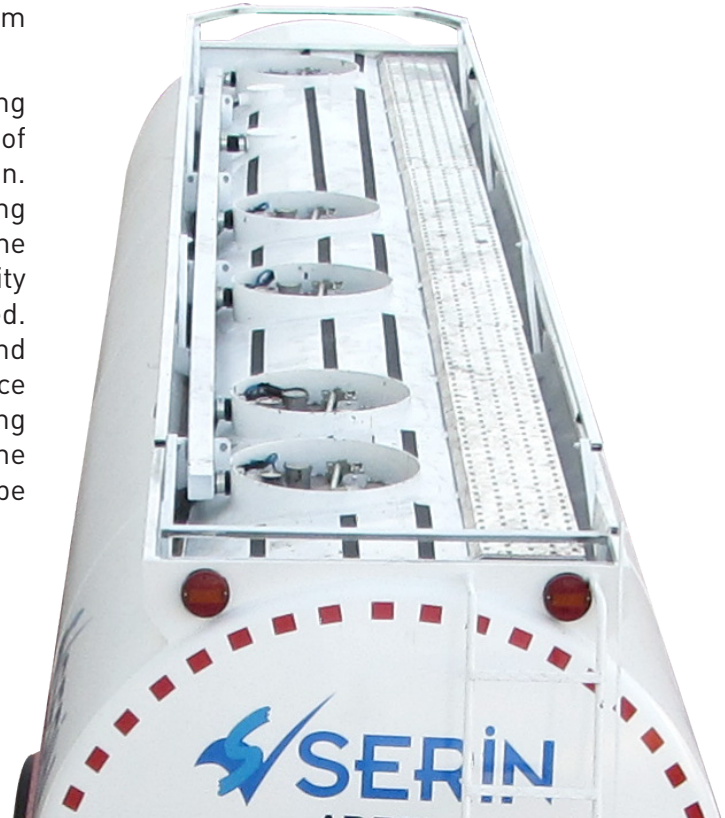


VEHICLE INTRODUCTION

USAGE SPECIFICATIONS TANKER

Top Filling: Filling with manholes on top of tank (From above). All filling with flexible filling arms Stations.

Top Filling Process: The earthing tongs of the filling station before all operations, The grounding pin of the tanker MUST be connected to the ground pin. Operators, Always on the filling station use walking panels. Open the compartment top cover to fill the bin. Each The compartment number and the capacity to divide in liters A partition volume plate is provided. At the filling station Filling hose, optical sensor and bottom valve lower as far as possible. (Thus Turbulence is prevented.) Fill the pod. After filling process, filling retract the hose without hitting it anywhere inside the compartment Close the cover. For other sections to be filled above Repeat operations.



After completion of the filling operation, set the product indicator indicating the transported products. Remove the grounding tong.

Note: Top filling operations must be performed when the railings are opened.

Self-Discharging: It is the process of transferring the liquid (fuel etc.) in the tanker to the station to be discharged due to gravity. The earthing pin of the filling station must be connected to the earthing pin of the tank at all times before all operations. In order to prevent the formation of vacuum inside the tanker during unloading, manhole covers must be open. Connect the API valve to the discharge hose and immerse the hose in the station tank to be drained. Press the black start- stop button on the pneumatic control panel. The light indicator at the bottom of the start-stop button turns red to indicate the presence of air in the system. At the same time, the brake system is locked and the unwanted movement of the vehicle is prevented automatically when filling. Press the black button associated with that compartment on the pneumatic control panel to open the bottom valve of the compartment to be filled. The light indicator at the bottom of the black knob turns red to indicate that the bottom valve is open. The physical condition of each valve is the pneumatic light indicator mounted on the sign board of each compartment and the readable light indicator is red. The bottom valve is completely open (in the opposite case, the illuminated indicator is white and the bottom valve is closed). Empty the compartment (s). The movements of the small green ball at the bottom left of the API valve indicate that the liquid flows through the valves. You can see the product color at the same time. Fold the rear steps back, climb on top of the tanker and check that the compartment is empty. The lock mechanism is activated when the steps are lowered. Close API valves. To close the bottom valves, retract the black button of the respective compartments in the pneumatic control panel. (Check that the relevant light indicators turn white, ie the bottom valves are closed). Disconnect the air from the system by pulling the start- stop button on the pneumatic control panel. Check that the illuminated indicator turns white, ie the system is completely closed). At the same time, the brake system is opened and the vehicle is ready for movement.

Remove the drain hose. Reinstall the protective caps on each API valve. In the valve cabinet

Note: In case of danger during disposal Red emergency stop on pneumatic control panel

Press the button. In this case, the any danger is prevented by cutting. Excretion Brake after starting System must be opened. Pneumatic control for this Start / stop button on the panel Folding ladder It should be closed. So during a serious situation (fire, etc.), The driver can safely leave the filling area Becomes possible. Emergency safety butanes: pneumatic control in the valve cupboard Panel (red button), on the road side of the tanker and the tanker

Behind it. Get off the tanker ready for transfer.



Remove the drain hose. Reinstall the protective caps on each API valve. In the valve cabinet Openoto Children Career in a fuel antibodyemes by opening the drain valve under the valve cup. Ground Remove the tong

Covers: Made to be easily removable at any time in your vehicle, can be opened 180 degrees, lateral loads Durable, high-strength, steel profile-made caps are available. Opening the doors: On the lock lever The doors are opened by pressing the locking arm down and opening the lid handle. For nail-studded vehicles, the nail Make sure that it does not damage the paint and the cover while removing it. For closing the doors: open arms with lock arms Is closed by pushing the locking arms into the slots. It is important to note that the lock tongues fit well.

Removing and installing the covers: Open the covers 90 ° and align them with the vehicle base and slide the covers to the side.

Base: The base of the vehicles is covered with phenolic resin coated plywood with high strength and high friction coefficient. The vehicle base is designed for uniformly and superficially distributed loads. SERİN TEYLER A.Ş. without the approval of excessive and point loading can not be done. Take measures to prevent the floor slab from being damaged or broken by the forklift fork, pallets or other types of packaging.

Props: The pylons are designed to withstand the lateral loads from the durable goods.

Disassembling of the posts: Side After opening the covers, pull up the upright. Remove the upright from the seat by pulling the stitch outward towards you. Reverse the same operation to replace the sewing.

VEHICLE INTRODUCTION

USE FETAURES GENERAL CARGO





Front Wall: Front wall removable steel frame Steel panel and Plywood Front wall fasteners Immediately after the first use and Quarterly It should be.

Front wall Attention should be paid not to damage, Lost front wall during travel To prevent collision, Wedge the load must be secured with Check again before departure It should be.

INSTRUCTION FOR USE

1 - SAFETY INSTRUCTIONS TO BE SEEN BEFORE THE FIRST TRAVEL

- Check that the King-Pin1 on the semi-trailer is securely locked into the fifth wheel.
- Check that both sides of the mechanical feet are raised and that the drive arm is attached to the housing.
- Check the condition and pressure of the tires.
- Check that the parking brake is fully discharged.
- For brakes; Before taking action, check the attractive pressure gauge and check that there is sufficient air pressure in the circuits.
- Light indicators; All illumination and signal lamps must be clean and should be checked for proper operation.
- On vehicles with air suspension, wait until the vehicle is in the “driving” position.
- For vehicles with air suspension, clean any adherent residues that may remain between the air bag and the boot.
- Check that other fasteners comply with the service requirements and are missing.

2 - CONNECTING THE TRAILER TO THE TRUCK

- Check the following points before connection.
- The status of the King pin and connecting bolts
- No tearing, distortion or roughness of the King pin connecting table surfaces
- Towing 5. There is a sufficient amount of grease on the wheel and in the lock parts that does not contain dirt or dust.
- Towing 5. The wheel lock system is 'on'. Lock the trailer brakes using the parking brake.

For safety reasons, it is advisable to chock behind the wheels

- Raise and lower the mechanical feet of the trailer The height of the trailer and tractor Bring. (Suitable height attractive 5. Wheel table surface, Trailer king pin plate approximately 4 cm higher than the surface It is not.)
- 5th wheel in the same direction as the trailer Gently push back until the king pin plate touches the front Move towards.
- The pin 5 will enter between the wheel lock system shoes and to the tow tractor in such a way that Gently gas.



INSTRUCTION FOR USE

To make sure that it is properly locked;

- Activate the parking brake of the trailer. Shift the tow tractor into the 1st gear and lightly depress the accelerator pedal. Check that the vehicle has strong resistance to the forward movement of the string. This test must be carried out in order not to cause significant property damage and serious accidents.
- Check that the mechanical feet are fully raised and that the handwheel is in place.
- Connect the tractor and trailer brake couplings to each other by pressing and turning the rubber seals together. Apply a small amount of liquid soap if necessary. Make sure that the couplings are seated and that there are no air leaks.
- The service line (yellow), the supply line (red) tractor couplings and the trailer couplings must be connected correctly.
- Check that the brakes function. Do not drive if the brake system pressure does not exceed 6.5 Bar.
- Connect the electrical and ABS / EBS sockets. When connecting the ABS / EBS sockets, make sure the contact of the tow tractor is closed.
- Before starting off, check that the electrical functions are working correctly and fully.

3- DISCONNECTING THE TRAILER

- Lower the mechanical feet using high speed. Shoes on the ground When the contact of the trailer to raise the mechanical foot speed is heavy Take over. The floor where the shoes are seated should not be soft.
- Unlock the 5th wheel to release the King pin. Tractor Gently detach from the trailer.

Important note:

- Ensure that the temperature of the brake drum (maximum 100 degrees Celsius) is not present. Apply the brake. Towing during cooling when the parking brake is applied while the brake drum is extremely hot Crack the drum. If the parking brake cannot be applied, chock the wheels.
- Disconnect the brake couplings in this case, automatic braking Shall apply.
- Switching off electrical and ABS / EBS sockets Disconnect.
- Check that the tractor and trailer are at the same level when performing the separation.
- Separation should be done on hard and level ground. The mechanical feet must not be raised after the trailer has been removed.
- If parking on inclined road conditions, wheel chocks and trailer must be secured.
- When the vehicle is loaded, it must never be separated from the tow tractor.



INSTRUCTION FOR USE

- For the axle, suspension and king pin area of the trailer, the load limits specified on the vehicle identification plate must not be exceeded.
- Check that the load is even (uniform) distributed on the vehicle or that it is properly installed. The trailer, which is produced by applying a special construction considering the different needs, is produced in such a way that the load weight and uniform load distribution are equal to the whole of the bottom surface. On the other hand, it should be supported by a rigid load distribution platform on the base of the trailer to the bottom of the dense loads where the area of the specific gravity is high. Make sure that the part of the load is not damaging to spikes, pierce and upholstery. Check that the load is secured by connecting and / or supporting the load during travel. In the case of a load in the area which is forward from the mechanical foot, it must be attached to the tractor or the king pin region must be supported from the bottom. Necessary measures should be taken to prevent the floor covering from being damaged by pallets or other types of packaging.

Do not disengage the towing gear when traveling downhill. At the same time, take advantage of the braking effect of your tractor's retractor system to prevent the brakes from overheating. During braking, it is important that each wheel in the carriage has the same amount of braking hold. Failure to do so may result in wheel overheating, which may cause lateral traction and problems.

INSTRUCTION FOR USE

There must be a brake alignment between the tractor and the trailer. The tractor and trailer must be braked at the same time (tractor braking force must be minimum 10% and the maximum 30% stronger than the trailer braking force). Otherwise, the brake braking capacities of the tractor or trailer will be exceeded, resulting in rapid wear of the pads, tires, drums or other elements which will cause overheating.

- The use of brake equipment, which is found on some tractors and is only used for braking of the trailer, is a violation of the directive 71/320 / EEC and is strictly prohibited. The brake breakdown and damage to the trailer and semi-trailer that is towed with the trailer brake is not covered by the warranty.
- The top of the vehicles especially the upper parts can be damaged by bridges, tunnels and three branches etc during the drawing we need to be careful.



INSTRUCTION FOR USE

For long-life and safe operation of the trailer, it is necessary and essential to carry out all maintenance operations at the specified regular intervals. The operating and service instructions of the tow tractor manufacturers must also be taken into account.

In order for the vehicle owner to carry out periodic maintenance of the vehicles in his fleet in his own workshop, the qualified repairman must have the required equipment and repair certificate certificate. Otherwise maintenance and repair of the trailer must be carried out by SERIN Authorized Service. All maintenance and repairs other than this will cause the trailer to be out of warranty.

The warranty will be avoid if other parts are used instead of original spare parts. The warranty shall be void if the maintenance is not carried out according to the specified instructions.

a) Lifting Points with Jack:

All jacking must be parked on hard, smooth ground, and braked to other wheels. It is important that the shape of the jack head is suitable for the axle section so that the axle does not slip off from the jack.

Important Note: Do not remove from underneath cast parts, scissors, airbag, suspension arm.

b) Tire Replacement and Tire Maintenance:

Tire Replacement for Disc Wheel Wheels;

After loosening the wheel nuts with the wheel wrench, lift with the jack as described in the previous item. Remove the wheel by removing the wheel nuts.

INSTRUCTION FOR USE

- To replace the wheel, lubricate the threads very lightly and check that the sleeve rotates smoothly.
- Position the wheel so that it is as close as possible to the pulley. Place a steel bar underneath the tire and adjust it by levering it into the stud studs. Be careful not to damage the stud teeth during this procedure. Insert the wheel nuts and turn them as far as you can by hand. Only use the nuts for hand-tightening the nuts only after manual assembly.

Tighten the nuts with the wrench and in the order shown in the illustration shown below. Lower the jack and finally tighten the nuts again with the required torque in the same order. Repeat this procedure after the first 80 km and every day for the first week. Check the wheel bolts for all wheels every week.

Important Note: Excessive tightening of the wheel nuts causes deformations in the holes, as well as not being tightened as much as necessary to cause deformations around the hole. It is recommended to check all wheel bolt holes in the wheels periodically for ovalization and to detect any problems that may occur. Check the condition of the tires and the rims before you set off.

Maintenance of Trailer Tires: The lack of tire pressures is one of the main reasons behind the tire. Therefore, regular inspection is required. It should be noted that the recommended tire inflation pressures on the tire sidewalls are for cold tires. Pressure increases due to warming of the tires during travel. This will result in incorrect values. Tire pressures should not be reduced while the tires are hot.

INSTRUCTION FOR USE

Maintenance of Trailer Tires: The lack of tire pressures is one of the main reasons behind the tire. Therefore, regular inspection is required. It should be noted that the recommended tire inflation pressures on the tire sidewalls are for cold tires. Pressure increases due to warming of the tires during travel. This will result in incorrect values. Tire pressures should not be reduced while the tires are hot.

- Required controls for tire life; Are tire pressures correct?
- Are there cuts / cracks on teeth and cheeks? Are there shoulder wear on the shoulders?
- Are stone or foreign bodies stuck between the tread?
- Is a foreign object stuck between tires in cars with double row tires?
- Are there any leakages on the valves?
- Are the valve caps in place?
- Are the tooth depths and wear levels appropriate?
- Are the valves in place?

New Tire Selection and Matching for Replacement: Since the selection of tires with minimum rolling resistance (such as a longitudinal back pattern) is necessary during the selection of the tires, the selection variety is limited.

The tire must be capable of reliably meeting the loads on the axle under normal operating conditions.

It should be matched according to tire diameters in double row cars. If tooth depths differ by more than 5 mm, this indicates that they are mis-matched. Care should be taken when new coated tires are used side by side.

INSTRUCTION FOR USE

Spare Tire Carrier: It does not have any special care. The connections must be checked before departure. In some versions, a reductor type spare tire carrier can also be used. It is necessary to keep the unit clean in this type of carriers every year to lubricate the gear evening and to grease the rope regularly.

Blow Pressure of Used Tires: Set to 130 psi.

Note: The inflation pressures are indicated on the tire sidewall and if a different value is read, the After Sales Unit should be consulted.

a) Mechanical Feet(Landing Gear):

The mechanical feet are driven by a tapered gear mechanism, which can be raised and lowered vertically in a vertical direction and consists of two presser feet in a telescopic position. The drive shaft is controlled by a hand-held lever via a two-speed gearbox to lower the feet.

At low speed: the lever is fully retracted. This position is used to lift the load from the towing suspension to remove the vehicle from the tractor by gently lifting the semi-trailer, as soon as the lugs of the feet contact the ground.

High speed: the arm is fully pulled out.

This position is used to quickly unload the trailer from the tractor during the pick-up process until the lugs are touching the ground or when they are connected to the trailer tractor.

Important note:

- 1- The mechanical feet (Landing Gear) should not be used to raise the semi-trailer loaded and separated because they do not act as a jack.
- 2- After each operation, push the mechanical foot lever in low speed position.
- 3- Trailer center of gravity should not be exceeded. Otherwise there is a risk that the trailer will roll over.
- 4- Do not apply high pressure directly on the shaft channels and gearbox when cleaning.

INSTRUCTION FOR USE

a) King Pin:

- The standard connection pin is a part of the semi-trailer that is locked on the 5th wheel-top tray and provides rotation. The pin is mounted to the connection table using special bolts. Since this pin fulfills a vital function; material and heat treatment, the most sensitive quality control processes are produced in accordance with the standards.
- The working diameter of the King pin is 50.8 mm;

Service operations;

- 1- The king pin must be free from dust, dirt and dirt before connecting the tow tractor.
- 2- Use a large amount of resistant grease on the connection table and pin circumference.
- 3- Check the tightness of the King pin connecting bolts and the king pin tray against wear, cracking and deformation.
- 4- No repair can be performed on the King pin and the maximum wear dimension should be changed to a minimum of 49 mm.
- 5- If the King pin is removed or replaced, the bolts must be replaced.

Important Note: The King Pin and the 5th wheel should run smoothly. Check for a knock. 5. If there is a cavity of the caster, the cavity must be removed as indicated in the attractive instructions.

e) Electrical System:

If there is no different demand, the electrical system of the trailer works with 24 volts as standard. All electrical equipment on your trailer complies with the directive. Electrical sockets consist of 7 pin and 15 pin connections.

Service operations;

- Check the condition of the socket connection pins between the tractor and trailer every 6 months or 60,000 km (whichever comes first).
- Check the status of the lamps and connections. Before starting off, check that the signals are functioning correctly and that they are clean.
- Check that the rubber gaskets on the back of the electrical sockets are properly installed.

Important Note:

- 1- Never use an alternating current (AC) to control an electrical circuit.
- 2- Never give 24 Volt alternating current to the electric circuit.
- 3- In vehicles where the negative (-) pole grounded to the ground to the electrical circuit is connected to the frame, any welding process is prohibited.

INSTRUCTION FOR USE

e) Brake and Air Suspension Circuit System:

Brake system, trailers with 2 lines (feed-red and control-yellow) braking system is used. It is also equipped with load balancer emergency emergency valve, EBS (electronic brake system) or ABS (anti-lock brake system) valves. For this reason, it has been designed in accordance with the European Community Brake Directives.

For these reasons:

- 1- It is double line system.
- 2- The automatic brake system starts and the trailer locks the brakes when the supply line coupling is disconnected or disconnected.
- 3- The brake action time is within the accepted limits.
- 4- The load balancer is equipped with automatic brake valve, EBS or ABS valves, which allows the braking forces to be distributed simultaneously and evenly to the axles. Air tubes provide the desired volume. The service brake must be on the yellow coupling.

In order for the brake system to work properly and to get the most out of your vehicle, the tractor and trailer settings must match. When towing on the road with the trailer attached to the tractor, the tractor and the trailer must be braked at the same time. This is the best case for your safety.

The normal braking of your trailer and the braking system and / or equipment in your tractor, or a change in the settings of the tractor to ensure that the trailer brakes switch to early braking relative to the tractor, maintenance, failure, incorrect parts handling, etc. Will open, abrasions will increase very quickly and will cause malfunction damage.

Otherwise, it will cause the trailer to push the tractor during braking.

For these reasons, it is necessary to adjust the tractor-trailer adjustment settings to distribute the braking operation to the all axles on the tractor and semi-trailer. For vehicles equipped with EBS (Electronic Brake System), attractive-trailer adjustment cannot be done in standard methods. To ensure compliance, attractive EBS parameters should be examined. If the attractive values are suitable, check whether the trailer braking is between the lower and upper ratios at the brake test station.

If you have trailer brake equipment in your tractor, it must be removed. The presence of this equipment results in excessive wear to the trailer brakes, overheating, and even brake breakdown and damage. The availability of this equipment on your tractor is contrary and unnecessary to the Brake Directive 71/320 / EEC.

The following precautions should be taken against the premature wear of the brake linings;

- 1- Timely and regular maintenance of the prescribed periodic maintenance,
- 2- Use of Retarder and engine brake on the exercise brakes,
- 3- Taking into account the conditions and conditions of the road.

Important Note: It is forbidden to use the equipment that provides the braking of the trailer only in the tow tractor. ABS system (anti-blocking system); When the tires are braked on the trailers, they prevent the wheels from locking when the tires are on a slippery surface, and increases the stability of the tractor (tractor + trailer) on the road and minimizes the possibility of shearing. Vehicles with the ABS system The pins of the ABS socket have a special electrical connection. This ABS socket is to provide continuous power to the ABS Electronic Unit and to send signals from the corresponding socket in the drawer. In some types of ABS electronic units, the operation of the trailer ABS system can be ensured by the energy taken from the brake pin of the normal electrical socket with a cable connection.

INSTRUCTION FOR USE

EBS Socket:

EBS (Electronic Brake System); Improved braking speed thanks to the electronic brakes. Brake settings System parameters for brake, lift axle and rollover to the EBS control unit SERIN TREYLER A.Ş. It is made by. SERIN TREYLER A.Ş. Interventions to be carried out without permission by the EBS system may cause the vehicle not to operate in a compatible manner. EBS System The shorter braking distance compared to the ABS system, the braking fit and the force distribution of all axles, the most suitable tractor-trailer alignment are ensured. Regular wear is observed on the pads. 7 pin ISO 7638 EBS socket is used.

Important Note: In case of a failure in the EBS System, SERİN TREYLER A.Ş. contact your authorized service.

Parking brake:

Trailers are equipped with brake brakes. The emergency section of these brake bellows is independent of the service department. As long as there is compressed air in the system (Minimum 5.2 Bar) the driving coil spring in this section is pressed due to the force applied by the air pressure of a diaphragm. In this way, the brake bellows shaft cannot be pushed forward by the spring. In order to activate the parking brake, it is necessary to push the parking valve button (red color) outwards, and to deactivate it, push the button (red) forward.

To deactivate the parking brake function in the brake bellows and operate the vehicle;

- 1- Remove the thick threaded stud from the nut on the emergency brake bellows.
- 2- Remove the plastic plug from the back of the brake bellows.
- 3- Push the stud on the slotted side through the hole in the rear of the brake bellows and lock by turning it a quarter of a turn.

4- Insert the nut into the stud and tighten until the spring in the bellows is fully tensioned.

5- After completing this procedure, take the tool carefully to the nearest service for repair.

Important Note: Because springs are pressed with more than 1000 kg of force, you should consult the nearest service to perform any operation in the brake bellows (which may require removal).

Air Suspension Circuit:

It is completely independent of brake circuit. The brake circuit provides air flow to the air suspension circuit after providing the required air pressure for its system (approx. 5. 7Bar). For this purpose, a pressure relief valve is used by passing from the air tube to the air suspension circuit.

Therefore, even if there is an air leak in the air suspension circuit or airbags, the brake system is secured. You can drive your vehicle with a maximum speed of 20 km / h even if the suspension is deactivated until the nearest service.

Important Note: Never play or change valve settings. The air suspension system is available on air-suspended trailers. It is not used in mechanical suspension trailers. The air suspension circuitry allows the trailer to drive at a certain level through a level valve. It delivers air pressure to the airbags according to the load placed on the trailer within the axle capacities and ensures that the vehicle does not collapse. At the same time, a second task of the level valve is the height limiting task.

INSTRUCTION FOR USE

Lifting / lowering valve:

SERIN model trailers have a lifting-lowering valve. The task of this valve is to ensure that the trailer is brought to the same level as the ramps for loading and unloading. Three positions are available.

- 1- Driving position (arm in the middle),
- 2- Lifting position,
- 3- Download location,

Important note:

- 1- During the vehicle movement, the position of the lifting-lowering valve must be in the driving position and the trailer system pressure has reached 6.3 Bar.
- 2- After the vehicle has stopped, do not move the vehicle until the airbags inflate and make sure the trailer is in the driving position.
- 3- Lifting or lowering must only be used after the trailer has been connected to the tractor, the brakes have been emptied and the mechanical feet (Landing Gear) are raised from the floor.
- 4- It is strictly forbidden to try to change the settings made by the lifting / lowering valve manufacturer or to push the button and will cause damage to the valve.

The EBS System air suspension system also has a front axle lifting function. The front axle is lifted and tire contact with the ground will be cut and the tire life is extended. It can be controlled from the tow cabin by means of a system called a traction aid system and consisting of a spring switch and a cable that can be mounted by the tow truck manufacturer.

INSTRUCTION FOR USE

Valves in the brake and air suspension circuit do not require any maintenance. If it shows a malfunction, take it to the nearest SERIN Trailer service. Evacuate the water that is likely to have accumulated with the water drain valve in the air tubes for 2-3 weeks periods.

Every 6 months or 60000 km; Check the condition of the air connections and hoses and check for leaks. Check the connections of the level valves and rods.

Important Note: Please note that if the vehicle is used while the axle lifting function is installed, your vehicle will be over-toned and out of warranty.

After checking the tightness of the wheel wheel nuts, tighten the nuts after the first time and after each wheel change using the appropriate torque wrench. Additional paint should not be applied on the surfaces of the rim.

Open the rubber caps on the drum dust covers and look through the peephole. The linings must be renewed if they have fallen to 5 mm in thickness or the mark indicating the critical wear limit in the linings. Close the rubber cover again.

In some cases, ratchets may not be mounted in the normal (upright) position. The wear indicator will also be in a different position. If the wear indicator is approximately at a right angle (90 °) to the brake ratchet arm, the pads must be replaced.

Visual inspection: Inspect all connections for damage or wear every six months.

MAINTENANCE INSTRUCTIONS

Check the operation of the automatic brake ratchet every 6 months and / or in service. Lift the rubber cover. With the star wrench, turn the adjustment screw 3/4 turn backwards (counter clockwise). Brake adjuster shaft length should be at least 34- 40 mm. Play the ratchet lever a few times. After this is done, it will automatically return to the setting. Install the rubber cap. Lubricate with grease.

Disc Brake Maintenance and Visual Inspection:

Early wear of brake pads on disc brakes: Disc brakes show superior braking performance, which is also safe, at high temperatures. The technical stresses of high temperatures do not indicate the effect of braking, in contrast to drum brakes. In such cases, the use of disk brakes accelerates wear. In order to distribute the braking force to all axles on the tractor and semitrailer, it is necessary to adjust the tractor-semi-trailer alignment settings. For vehicles equipped with the EBS (Electronic Brake System), it is possible to check the AT Band (braking ratio between the lower and upper limits) on semi-trailers as the tractor, semi-trailer alignment adjustment cannot be done by standard methods. If the semi-trailer values are in the AT Band, then the brake pads should be inspected for their early values if they have premature wear. To ensure compliance, attractive EBS parameters must be set. Otherwise the warranty will be void. Refer to ECE R13 norms. If the disc brake reaction time is good, there is no need for pre-pressure adjustment of the tractor-semi trailer. The braking difference between the tractor and trailer must be at most 30%. Other measures taken against the premature wear of the brake linings are:

- * Timely and regular scheduled maintenance of periodic maintenance.
- * Use of retarder and engine brake in exercise braking.
- * Using the vehicle considering the road condition. Downshift.

Note: The above information is also valid for trucks + trailers.

MAINTENANCE INSTRUCTIONS

Disc Brake- Maintenance process:

Check the tightness of the wheel nuts after the first time and after every tire change. Tighten the wheel nuts crosswise to the desired torque.

Wheel Nut Tightening Torques:

Center the wheel bolt: 510 Nm (485-535 Nm) Center hub centered: 630 Nm (600-660 Nm) Warning: Do not exceed these settings!

Do not add the wheel to the hub contact surfaces.

Check the disc brake pad thickness. Disc brake pads must be inspected periodically according to the instructions of the manufacturer in accordance with the instructions of the vehicle. Pad thickness should not be lower than 2 mm.

If the guide bushing level is equal to the fixed guide bar, the disc lining thickness must be checked by removing the wheels.

- * Check tire wear after every ride.

- * Eye examination Every 6 months, check all nights for damage or wear.

MAINTENANCE INSTRUCTIONS

Brake disc (Checking the condition of the brake disc):

Discs should be checked every month. Discs less than 37 mm in thickness and in thickness should be replaced. Ovalities due to high heat input on the discs can only be determined by authorized services. Discs that are formed of ovalia should be cleared of oval by removing light chips from them if they are recovering thickness. Using oval discs can cause serious damage to your vehicle's brake system.

Important Note: To prevent damage to the brake discs, the disc brake pads must be replaced with a thickness of 2 mm or less. If this instruction is not met, the braking efficiency is reduced dangerously.

Caliper Guide System Control:

It should be checked every 6 months.

- * Check for proper installation.
- * Check the rubber bellows on the safety bolsters every 6 months. The rubber bellows on the safety parts must not be separated and undamaged.
- * Check for proper installation.

Recommendation: Dirt and moisture build-up will corrode and affect the clamping mechanism and setting. Replace the brake caliper if water has entered or rust appears

MAINTENANCE INSTRUCTIONS

If there is any visible damage to the parts on the brake chamber, remove the two rubber bellows. The dismantled parts should be replaced with new ones.

Before installing new parts, check that the adjustment unit is free of corrosion and is in good working order.

To check the parts, turn the adjusting hex nut to the brake disc clockwise with the threaded pipes connected.

Teeth of threaded threaded pipes: check the corrosion for damage. If the teeth are rusted, the brake caliper should change.

Air Suspensions;

Maintenance is recommended annually after the warranty period.

Eye Examination: Eye check all evening for damage and wear.

MAINTENANCE INSTRUCTIONS

WEIGHT VALUES FOR MISCELLANEOUS LOADS		TIPPER LIFTING ANGLE FOR VARIOUS LOADS	
MATERIAL	1 m³ WEIGHT FOR MY VOLUME	MATERIAL	LIFTING UNIT
Asphalt	1595 kg	Soft, loose, soil	28°
Brick	1260/1650 kg	Hard earth	44°
Bulk Cement (Raw)	900 kg	Garbage	30°
Bulk Cement (Portland)	1445 kg	Gravel	40°
Coal	900 kg	Dry sand	35°
Coal (bituminous)	770 kg	Damp sand	40°
Root	600 kg	Sand gravel mix	27°
Concrete (Sand Mix)	5250 kg	Dry ore	30°
Concrete (Aqueous mixture)	2375 kg	Moist ore ores	37°
Garbage	700 kg	Rock	30°
Gravel	1680 kg	Broken stone	27°
Sand Gravel Mixture (Dry)	1460/1730 kg	Ground stone	30°
Sand Gravel Mix (Wet)	1930 kg	Dry ash	33°
Iron ore (Hematite) loose	2120/2560 kg	Moist ash	36°
Gypsum- Lime (Loose)	915/1000 kg	wet ash	30°
Rubble	1050 kg	Asphalt	44°
Sand (Dry)	1330 kg	Brick	40°
Sand (Washed)	1670 kg	Slime	44°
Sea Shells (Dry)	1725 kg	Dry hard coal	24°
Sea Shells (Wet)	1925 kg	Soft coal	30°
Chilled slag	1265/1660 kg	Root	23°
		Beton	30°
		Sea shells	40°

SOFTWARE UPDATE AND SECURITY MANAGEMENT (ECE R156)

Dear Customer,

This trailer has been manufactured in full compliance with international cybersecurity and software standards (ECE R156). Your vehicle's braking system (EBS), tire pressure monitoring (TPMS), and other electronic equipment are managed by advanced digital software to protect your driving safety. To protect your vehicle's legal status, warranty, and driving safety, it is a legal requirement that you pay attention to the following rules and information.

1. Unauthorized Intervention and Legal Responsibility Protecting Original Software: It is strictly forbidden to install external software or change the parameters of the electronic control units (ECU) on the trailer without manufacturer approval. Type Approval and Registration Risk: Software or configuration changes made by unauthorized persons may lead to the cancellation of the vehicle's international legal type approval (road registration) and the vehicle being banned from traffic. Such interventions will void the vehicle's warranty.

2. What is the Software Identification Number (RXSWIN)? Each legal software version that ensures the safety of your vehicle has its own identification number (RXSWIN). During official inspections or roadside checks, authorities may check the trailer's software ID. You can access your trailer's current and legal software codes through our authorized service centers.

3. Service and Parts Replacement Rules When your trailer requires brake modulator, sensor, or electronic control unit (ECU) replacement, these operations must only be performed at authorized service centers. The compatibility of newly installed parts with the system and the correct software ID (RXSWIN) are only possible with authorized service equipment.

4. Remote Software Updates (If Applicable) Your vehicle's software may have an infrastructure that allows for remote (wireless) updates from the factory. When an update is detected, you must follow the rules below for your safety;

Safe Parking Condition: The update process can only be initiated when the vehicle is completely stopped, parked in a safe area, and the parking brake (emergency brake) is engaged. Updates cannot be performed while the vehicle is in motion.

Electrical Connection: It is essential that the electrical connection (ISO 7638 cable) between the tractor and the trailer is not disconnected and the vehicle is not switched off during the update.

System Security: If an unexpected interruption occurs during the update, the vehicle will automatically revert to the previous working secure software version. In this case, follow the warnings on the screen or consult an authorized service center.

5. External Device Connections and Cybersecurity Do not connect unauthorized tracking devices, pirated software devices, or external displays to the original wiring and electronic lines of the trailer. Such devices may compromise the cybersecurity of the trailer, causing sudden brake failures or system lockups.

MAINTENANCE, REGISTRATION & APPROVALS

10000 km. PERIODIC MAINTENANCE

KM:

DATE:

NEXT DATE OF CARE

STAMP AUTHORIZED SIGNATURE

1-YEAR PERIODIC MAINTENANCE

KM:

DATE:

NEXT DATE OF CARE

STAMP AUTHORIZED SIGNATURE

MAINTENANCE, REGISTRATION & APPROVALS

2-YEAR PERIODIC CARE	
KM:	DATE:
NEXT DATE OF CARE	STAMP AUTHORIZED SIGNATURE

3-YEAR PERIODIC CARE	
KM:	DATE:
NEXT DATE OF CARE	STAMP AUTHORIZED SIGNATURE

MAINTENANCE, REGISTRATION & APPROVALS

4-YEAR PERIODIC CARE

KM:

DATE:

NEXT DATE OF CARE

STAMP AUTHORIZED SIGNATURE

5-YEAR PERIODIC CARE

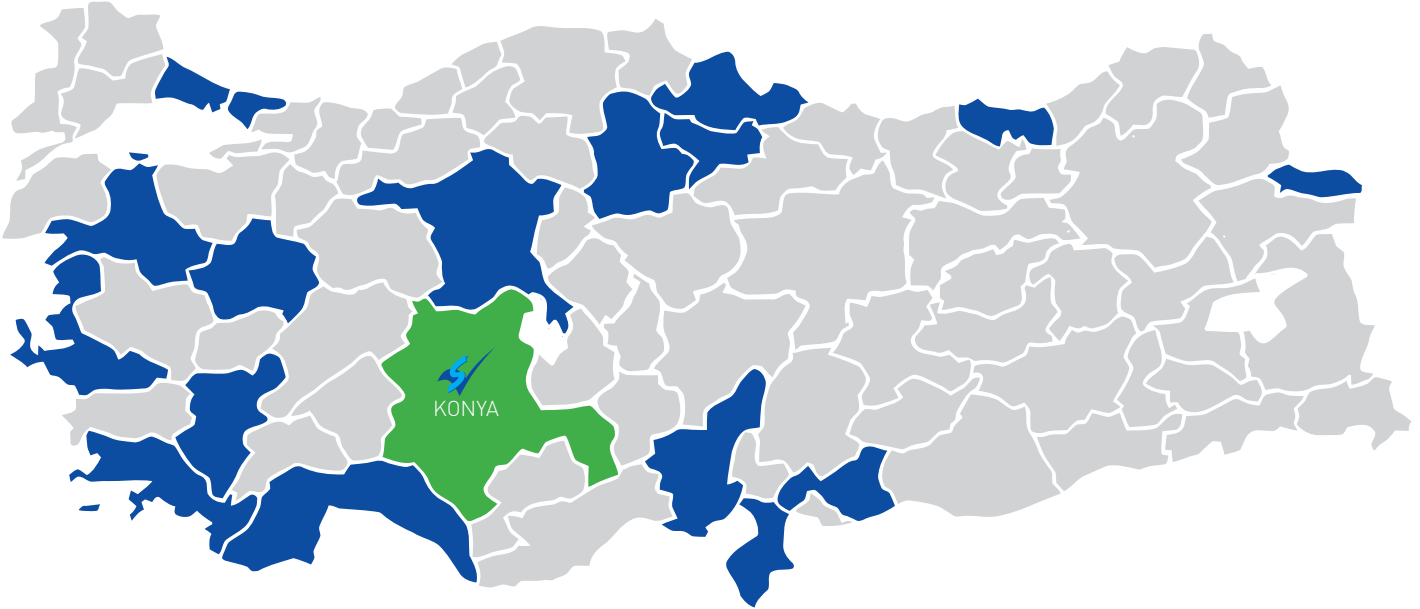
KM:

DATE:

NEXT DATE OF CARE

STAMP AUTHORIZED SIGNATURE

AUTHORIZED SERVICE LIST



You can reach our current Service Information by visiting www.serin.com.tr or reading the next section.

www.serin.com.tr



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