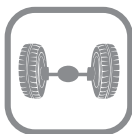


USE AND MAINTENANCE MANUAL



SUPPLYING REFRIGERATED VEHICLES SINCE 1970

SOR

www.soriberica.com

Dear Customer,

We thank you for the trust you have placed in our SOR vehicle.
We are confident that the SOR semi-trailer will meet your expectations.

This manual has been designed to explain in detail how to properly maintain the vehicle. We recommend reading it carefully.

This manual covers general aspects of the most standardized units and may therefore differ from the specific characteristics requested by you. Specifications, design data, and illustrations in this manual may be modified at any time.

At SOR IBÉRICA S.A., we continuously develop our manufacturing techniques, and we reserve the right to introduce modifications without prior notice during production, both in terms of equipment and specifications and their maintenance.

Please remember that the sales and after-sales departments are at your disposal for any questions or enquiries.



Again, thank you, and have a good trip!
SOR IBÉRICA, S.A.



SOR IBÉRICA S.A.

Avda. de la Llibertat, 49
46600 Alzira (Valencia) Spain

Tel. + (34) 96 245 77 00
Fax + (34) 96 245 77 01/18
marketing@soriberica.com

Contact phone: +34 96 245 77 00.

CONTENTS ■

1	Bodywork maintenance	02
1.1	Clearance lights	02
1.2	Interior lights	02
1.3	Cold losses in doors and gates	02
1.4	Drain traps	02
1.5	Hinges and locks	02
1.6	Loose or detached skirting	02
1.7	Rails and securing elements	02
1.8	Internal impacts and scratches	02
1.9	External impacts	02
1.10	Body-to-chassis anchoring	02
1.11	Sealing	03
1.12	Impact absorption systems	03
	Chassis	04
2.1.	Instructions for use	04
2.2.	Chassis maintenance	07
2	Advice on the use and maintenance of:	09
	-Hanging meat semitrailers	09
	-Units with dividing panels	09
	-Units prepared for vessels	09
3	Cleaning of unit	10
4	Advice on securing the load	10
5	Versión en español	



General description.
When purchasing a unit

Your unit will always be delivered ready to perform its function under NORMAL WORKING CONDITIONS. No modification of its components are required.

Please note that in case of alterations, you will be responsible for any damage caused.

All repairs must be carried out by workshops authorized by SOR IBÉRICA, S.A.U.

The vehicle has been designed and manufactured according to the agreed technical specifications, as stated in the corresponding offer and drawings.

It is important that the use and maintenance of the vehicle are carried out according to the conditions for which it was designed, as described in this manual.

Checking the condition and proper functioning of the vehicle before each transport is the responsibility of the driver.

The vehicle's service life will depend largely on how it is used and on strict adherence to the preventive maintenance schedule.

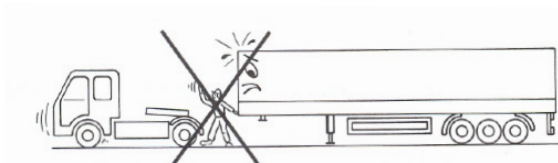
Before using a semi-trailer, it is recommended that you:

- Check that you have all the required valid vehicle (MOT report, ATP certificates, etc.) documentation
- Read and follow the instructions provided in this manual.
- Read and follow the instructions in the other manuals included with the unit.
- Follow the instructions regarding maintenance and inspections.
- If you notice any problem, go immediately to an authorized service center to have it fixed.

Hitch Operation

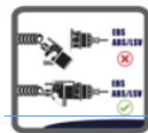
- As a general rule, this should be done as follows:
- Apply the parking brake to the semi-trailer.
- Place chocks to secure the vehicle on uneven ground.
- Check the height of the fifth wheel and adjust the height of the jack legs if necessary.
- Open the fifth-wheel clamps on the tractor vehicle. Ensure they remain open once the latch release is released.
- Hitch the unit, ensuring that the fifth-wheel coupling is properly locked once the maneuver is complete.
- Apply the brakes on the tractor.
- Connect all electrical and pneumatic connections.
- Charge the air suspension.
- Retract the mechanical outriggers.

- Remove the chocks
- Release the semi-trailer's parking brake.
- Start driving.



Pre-drive checks

- Tyre pressure. Also check that there are no foreign materials or objects on the tyre surfaces and ensure that the wheel nuts are tight.
- Light operation: Check the condition, operation, and cleanliness of the vehicle's front, side, and rear lights.



- Brake system operation: Check the connections pneumatic and electrical of the various circuits between the tractor and the semi-trailer.
- Check the air pressure in the air springs of the air suspension (this check must be performed after a quick loading and unloading).
- Ensure that the outriggers are fully raised and locked in place and that the parking brake is released.

Parking brakes.

a. Without a tractor unit.

In this case, the unit is under emergency braking.

b. Parking brake.

The brake system control device is located behind the mechanical feet on the left side and is a red button.

WARNING: The parking brake must be released before driving. This is not an automatic system.

CAUTION: You must periodically check that the chassis brake and air systems are functioning properly.



1. BODY MAINTENANCE

You must periodically perform a visual inspection of:

A. Make sure your exterior lights are working properly, both for your safety and for the safety of other drivers.

1.1 Clearance lights.

Due to weather or daily use, clearance lights may occasionally be struck. If this happens, they may crack, risking water penetration into the device and causing it and the rest of the electrical system to fail.

Therefore, if a light is broken, replace it. If none of them are working, check the fuses on the tractor itself.

It is advisable to check these indicator lights periodically. Otherwise, if water were to enter the system, it could damage the connections and even affect the system itself, resulting in non-compliance with ATP regulations (Agreement on the Transport of Perishable Goods). Any work in this regard must be performed at an authorized service center.

B. Ensure that the interior lighting devices are working properly.

1.2 Interior ceiling lights.

The interior ceiling lights in the van are exposed to moisture. If none of the interior lights are working, first check the circuit breaker for the electrical system; if it has blown, replace it with one of the same specifications.

The unit is equipped with LED ceiling lights, which cannot be repaired. Therefore, you must replace them with new ones of the same specifications if necessary. Any work of this nature must be performed at an authorized service center.

When cleaning the unit, ensure that the high-pressure water jet never strikes the ceiling lights directly, as they—and the circuitry—may fill with water and cause a malfunction or even a short circuit.



C. Unit airtightness.

1.3 Refrigerant leaks around doors and hatches.

Check that, as a result of normal vehicle use, the door and tailgate seals are not worn, peeling, or in poor condition. A damaged seal rear doors causes cold air to escape, but it also forces the refrigeration system to work harder to compensate for these heat losses. Repair or replace the seals as soon as you detect this problem. Proceed in the same manner if you have tailgates on the or the front. A quick and effective test to check for airtightness is to stand inside the completely closed van and check for any light coming in from the outside. Any work in this regard must be performed at an authorized service center.

1.4 Drain traps.

If you have installed drain traps to remove water from inside the van, check that they are in good condition (no breaks, cracks, etc.). Remember that if they are in poor condition, they allow cold air to escape and external elements to enter. Replace them if they are in poor condition. Any work in this regard must be performed at an authorized service center.

1.5 Hinges and latches.

Annually check the torque settings: (35 Nm) for all M-10 pan-head screws on the hinges, (20 Nm) for all M-8 pan-head screws on the brackets, and (26 Nm) the latches.

D. Check the overall condition of the unit from the inside.

1.6 Detached or open baseboards.

If you find that the baseboard is separated from the side panel or that there are missing rivets due to improper handling during loading or unloading, it must be repaired immediately, as a lack of maintenance in this regard can cause more significant and costly damage (water ingress, delamination, and deterioration of insulation materials). Any work in this regard must be performed at an authorized service center.

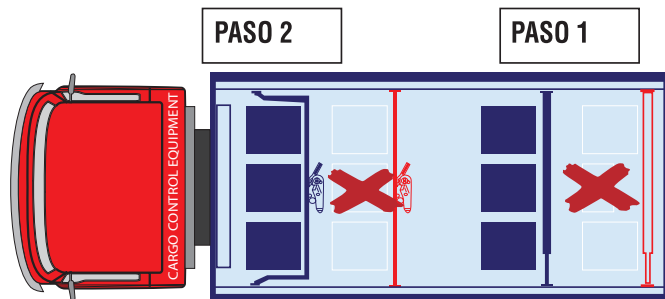
1.7 Rails and other securing devices.

Improper securing, cargo shifting, or impact during loading or unloading can cause the internal fasteners to come loose and damage the panels. Such damage must be repaired immediately. Otherwise, it will lead to further damage that could affect the internal structure of the panels. Any repairs in this regard must be performed at an authorized service center.

There is a specific lashing method for every type of load. Choosing the right lashing method will greatly reduce the risk of damage to the unit and, above all, will save you money in the long run. You should also follow the rail manufacturers' recommendations, which state that forces should always be applied in the longitudinal direction of the rail; never pull on the rail in the transverse direction. Please ask if you have any questions.

Tips on securing the load

Interior bars and straps:



Bars: The load must always be in contact with the crossbar. (Step 1)

Belts: They should not be secured perpendicularly; instead, one section should be horizontal, as shown in the figure above. (Step 2)



1.8 Interior dents and scratches.

Any interior impact that causes a tear in the interior laminate must be repaired immediately. This tear may affect the insulation on the side, floor, and/or ceiling. You must immediately contact an authorized service center for repair.

Regarding the floor panel, special attention must be paid to the support of the spring-loaded loading ramps; these ramps must rest either on the stainless steel profile of the rear frame or on the protective plate provided for this purpose. Otherwise, damage may occur that can quickly deteriorate the internal insulation. In the event of damage to the floor surface, you must immediately contact an authorized service center for repair.

E.Check the overall condition of the unit from the outside.

1.9 Check for external dents on the sides, roof, corners, and front.

Follow the same procedure as described in the previous section regarding the exterior panels in general. Inspect the unit periodically, paying special attention to the corner pieces. These must be intact and securely fastened along their entire length. If any section of a corner piece needs to be repaired, it must be an original SOR IBERICA part. Repairs of this nature

must be performed at an authorized service center.

1.10 Sealing the unit.

The stress that the van is subjected to over time and through daily use can accidentally cause partial loss of the body's seal. It is your responsibility to inspect it periodically. Remember that, in a refrigerated body, any crack, abrasion, or loss of seal, if not repaired immediately, can cause significant damage. Any of these defects can lead to leaks that quickly deteriorate the insulation materials. Take your vehicle to an authorized repair shop to have the necessary repairs made

1.11 Impact Absorption Systems

If, for any reason, any of the various shock-absorbing systems mounted on the rear of the vehicle (rear rubber bumpers, roller system, cracked bumper, etc.) should break, take it to an authorized service center to have it replaced with a new one of the same specifications. Please note that failure to maintain these components can cause damage to other parts of the body or the chassis itself.

In general, it is very important to perform a general visual inspection of the body's condition (scratches, delamination, dents, rear frame, hinges, latches, etc.) and, if necessary, proceed according to our instructions.

2. CHASSIS

2.1 Instructions for use

2.1.1 Mechanical feet

Before starting to drive, make sure they are fully retracted and that the crank is secured in the bracket.

When unhooking the unit, check that the mechanical support legs are extended; if they need to be extended, make sure to do so on firm ground.

The mechanical legs have 2 speeds:

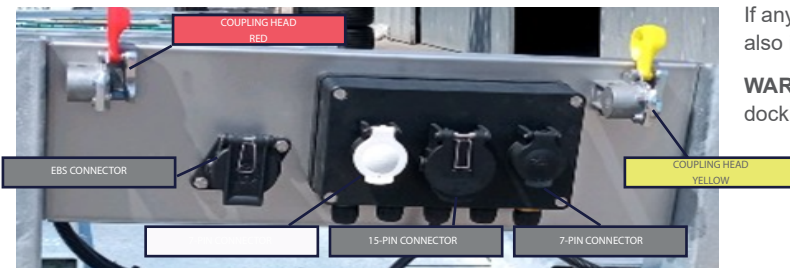
A fast speed, which we'll use when they're in the air.

A slow speed, which we will use when they are about to rest on the ground or are on the ground.

2.1.2 Connecting the semi-trailer's power circuits

Before connecting the various power circuits of the semi-trailer, different types of couplings on the tractor are compatible, and, of course, they must be in good condition.

It is recommended that electrical and pneumatic connections be made with the tractor turned off and the ignition key removed (with no power), as failure to do so will result in an EBS fault.



The semi-trailer is equipped with a 7-pin connector for the EBS system in accordance with ISO 7638.

Before coupling the semi-trailer, check that the sealing gaskets on the coupling heads are in good condition and free of dirt. Important:

For the unit to function properly, it must always have a continuous air. To ensure this, connect the red and yellow hoses from the tractor to the front of the unit. Remember:

Red coupling head, provides a constant air supply to the trailer. Uncoupling it activates the trailer's emergency brake, while coupling it deactivates it.

Yellow coupling head, controls the trailer's brake pressure.

The connection order is very important: 1st yellow, 2nd red; disconnection order: 1st red, 2nd yellow.

To connect, the hoses must be untangled to ensure are the proper length for any maneuver and in good condition (no breaks or leaks). To connect, open the coupling heads on the tractor and semi-trailer. Visually check that they are not obstructed, the place them against each other, ensuring there are no leaks.

Remember that any auxiliary electrical system must always be powered on.

If any auxiliary electrical/electronic systems such as ELM or ECAS, soft are also installed, these will not function.

WARNING: Never move the unit without all electrical and pneumatic docking, or a lift connections being properly connected

2.1.3 Axles

Strictly follow the axle manufacturer's instructions to ensure proper preventive maintenance and longevity of the axles.

2.1.3.1 Suspension Lift/Lower Valve

Before starting to drive, check:

That the suspension up/down valve is in the drive position

If the vehicle is equipped with an automatic return system, the first kilometer must be driven at a speed below 25 km/h so that the suspension returns to its working height.

Do not maneuver with the suspension deflated on a trailer with a self-steering axle if it is not locked in a straight position.

Before uncoupling the cab from the semi-trailer, lower the suspension, check that the mechanical outriggers are extended, and disconnect the couplings.

Operation of the lift/lower valve and suspension: This valve has 5 positions:

1. Drive command or neutral position
2. Stop on the way up
3. Up
4. Downward stop
5. Down



(Equivalent valve according to manufacturer)

2.1.3.2 RTR valve

If this function is installed on the unit, when the unit starts moving and exceeds the preset value, the unit will automatically return to the set operating height.



(Equivalent valve according to manufacturer)

2.1.3.2 Electronic suspension

The main feature of this suspension is the speed with which the unit adjusts its height; furthermore, if the unit is equipped with this function, when the unit begins to move and exceeds the preset value, it will automatically return to the driving height.



(Equivalent valve according to manufacturer)

2.1.4 Lift axle

It is equipped with an automatic valve, meaning it operates based on the unit's load.

Forced lowering can be achieved with three consecutive braking actions. The axle will remain lowered until the switch is released. When the switch is pressed again, the valve will automatically activate once more, depending on the load.

If the unit is being transported via combined ship/road transport, at the time of loading, the liflower valve must be fully lowered to prevent movement inside the ship. In this case, the driving speed must not exceed 25 km/h

2.1.5 Tyres and Rims

The wheels are the only element in direct contact with the ground.

The general functions of the wheel are:

- Securing the axle to the hub
- Ensure the tyre is airtight
- Support the load and the tyre

The functions of the tyre are:

- To guide the assembly
- Providing traction during both braking and driving
- Disperse water from the road surface in contact with the tyre



WARNING: Tyre pressure.

If the tyre is overinflated or underinflated, its performance is reduced in terms of mileage, power transmission, and braking.

WARNING: the recommended tyre pressure must be as specified by the manufacturer in each case.

Consequences of the tyre being:

A) **Underinflation:** causes excessive flexing of the tyre casing. This results in tyre overheating, increased rolling resistance, and premature wear. In extreme cases, underinflation can lead to tyre failure.

B) **Overinflation:** can also reduce mileage. It results in a higher slip rate and therefore uneven and faster wear, particularly on the drive axles.

IMPORTANT: you should periodically check that the wheels are in good condition, properly inflated, free of visible damage, and that the bolts are properly tightened.

Check the torque after the first ride. Follow the manufacturer's instructions for subsequent inspections.

ATTENTION: Tyre replacement.

Check tyre wear and replace them before they reach the wear limit indicated by the manufacturer.

ATTENTION: Vehicle geometry (wheel alignment).

Check for even tyre wear. If wear is uneven, have the wheels aligned at an authorized service center.



2.1.6 TPMS system

In compliance with the requirements of UN ECE Regulation R141, which **mandates** tyre pressure monitoring systems for vehicles **manufactured on or after July 2024**, all SOR units are equipped with a Tyre Pressure and Temperature Monitoring System (TPMS) in accordance with the regulation.

To this end, each tyre is fitted with a sensor that sends information to the EBS. When the EBS detects a loss of pressure or a deviation from the preset temperature, it sends a warning signal to the tractor unit (provided the tractor unit is equipped and compatible).



REMEMBER: All SOR semi-trailers manufactured as of July 2024 are equipped with a TPMS system that complies with Regulation R141.



Proper maintenance of the unit extends the life of your vehicle, but it is also a cost-effective and safe practice when viewed over the long term.

Use genuine replacement parts and avoid modifying the unit as much as possible. If you need to make modifications to the chassis, we recommend contacting the manufacturer or an authorized service center. Please note that once the unit has been modified, the manufacturer will not be held liable for it.

2.2.1 Axle Maintenance:

Follow the axle manufacturer's maintenance manual with this manual; you can also download it from the manufacturer's website, paying which will be provided attention to:

- After the first trip with a load, perform a visual inspection for wear.
- Check all torque settings for axles and suspension in accordance with the manufacturer's instructions.
- Check brake levers every 6 months (for automatic levers)
- Check the proper functioning of the brakes monthly.
- Lubricate the hub every 6 months.
- Every 500,000 km or every 3 years, change the bearing grease.
- For all lubrication systems, use the grease recommended by the manufacturer.
- Check the play in the hub bearings.
- In addition to following the manufacturer's instructions, it is recommended check the torque settings once a year.

2.2.2 Electrical system maintenance:

Monthly check and visual inspection of:

- The cable glands on the electrical box.
- Electrical connection interconnections.
- Pilot light connections and pilot light cable glands.
- Finally, if the box and/or connectors are handled, reapply dielectric grease.

Due to its sealed design, the system does not require special maintenance. are sufficient, and action should be taken accordingly.

2.2.3 Periodic inspections based on mileage

1. After the initial break-in period (between 300 and 500 km), check the torque on all wheel nuts. This check should also be performed after every tyre change.
2. Every 10,000 km, visually inspect the tyres for wear and check that it is uniform. If it is not, visit a service center to have the wheel alignment checked.
3. Every 10,000 km, drain any water condensation from the air system (if there is a risk of freezing, this should be done daily).
4. Every 50,000 km:
 - a. Visually inspect the condition of the tyres.
 - b. Check the wear on brake pads/shoes.
 - c. Clean the air line filters.
 - d. Lubricate the unit (if applicable).



SOR

2.2.4 Periodic inspections based on time.

Every week:

- Air tank (drain fluids. In case of freezing temperatures, do this daily).
- Wheel torque, tyre pressure, and brake pads.
- Visually inspect the condition of lights, cables, reflectors, tyres, etc., and replace any damaged parts.
- Check that the EBS and hazard lights are working properly.

Monthly:

- Condition of the fifth wheel and lubrication of the fifth wheel.
- Adjust the braking system if necessary.
- Air circuits.
- Suspension.
- Lubricate the connections.
- In general, check the fasteners every 10,000 km or at least once a month.

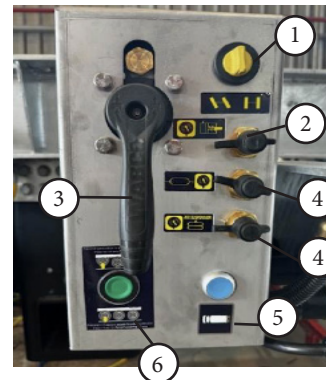
Annually. Visually inspect to ensure that:

- The polyamide tubes have no abrasions.
- There are no kinks, constrictions, or folds.
- The fittings are securely connected.
- The polyamide tubes and electrical wiring are securely clamped to the chassis.

2.3 Chassis control box:

All of the unit's functions are located in a control box mounted on the rear left side of the chassis. You will find the box and its functions depending on the model you have chosen.

1. ITV test fittings
2. Service brake
3. Lifting axle
4. H3 light/work lights
5. Strobe lights
6. Self-steering axle lock
7. Interior lights



1. MOT test fittings. Depending on chassis.

- **ITV test fitting for export chassis: Air suspension y the tyre.**



- **ITV test fitting for domestic chassis: Service brake**



2. Lift axle



3. H3 light/work lights. Depending on model.



4. Strobe lights. Depending on model.



5. Self-steering axle lock sticker. Depending on model.



6. INTERIOR LIGHT sticker. Depending on model.

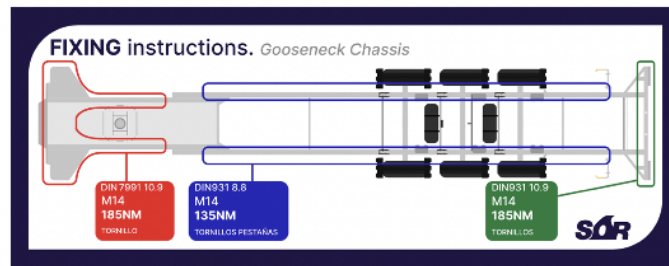
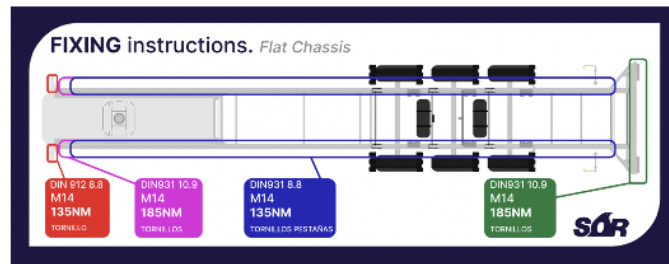


3. TORQUE SETS

To ensure the optimal conditions needed to keep your vehicle in working order, you should check the following torque settings periodically or after a repair:

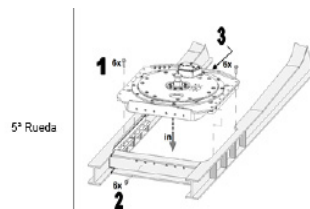
3.1 Mounting bolts securing the body to the chassis.

Check torque settings periodically according to the attached chart.

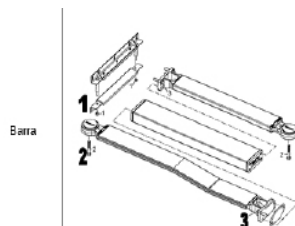


- JOST King PIN plate 200 Nm M14
- Tightening Torques for JOST Mechanical Feet 200
- Nm M16
- SAF Wheel bolts 625 Nm M22
- BPW Wheel bolts 625 Nm M22
- TRIDEC

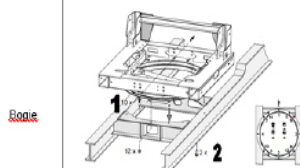
TDI



Pos	Cant	Tamaño	Calidad	Par	OK
1	6 x 2	M16 x 70	10.9	300 Nm	
2	6	M16 x 40	10.9	300 Nm	
3	2	M16 x 40	10.9	300 Nm	

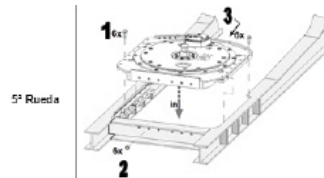


Pos	Cant	Tamaño	Calidad	Par	OK
1	2	M12 x 120		80 Nm	
2	1	M16 x 75	8.8	120 Nm	
3	4	M16 x 70	10.9	300 Nm	

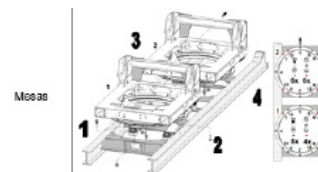
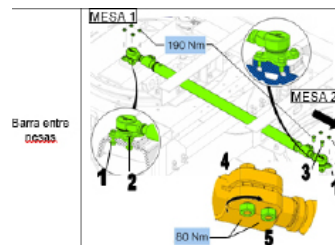
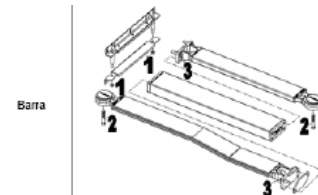


Pos	Cant	Tamaño	Calidad	Par	OK
1	10	M16 x 55	10.9	300 Nm	
2	2	M16 x 40	10.9	300 Nm	

TDII



Tablas de pares de apriete					
Pos	Cant	Tamaño	Calidad	Par	OK
1	6 x 2	M16 x 70	10.9	300 Nm	
2	6	M16 x 40	10.9	300 Nm	
3	2	M16 x 40	10.9	300 Nm	



Pos	Cant	Tamaño	Calidad	Par	OK
1	8	M16 x 55	10.9	300 Nm	
2	4	M16 x 40	10.9	300 Nm	
3	6	M16 x 55	10.9	300 Nm	
4	6	M16 x 40	10.9	300 Nm	

4. TIPS FOR USING AND MAINTAINING SINGLE UNITS

4.1 Hanging Meat Units

Ensure that the load is fully distributed across all rails and along their entire length to achieve an evenly distributed load across the entire ceiling.

- Secure the load using the provided braking systems to prevent movement.
- Check the screws on the meat rails every 6 months. Tightening torques:
 - M8 brackets = 26 Nm
 - M10 brackets = 50 Nm
- Inspect the condition of the chassis reinforcements every 6 months.
- Check the screws on the hinges and latches at least once a month.



4.2 Units with partition panels

Using the partition panels.

- The panel stays in place on the ceiling guides when gently pushed upward.
- To lower it, pull the outer tab downward.
- Use the inner tab to move the panel.
- Push the panel to the desired position.
- Once the panel is in position, secure it to the rail or floor (depending on the model) using the fasteners, taking special care not to pinch the panel's rubber seals with the fasteners.
- To make it easier to move the panel, we recommend keeping the open.
- Whenever you are moving, even for short distances or within the same unloading area, always secure the panel to the ceiling to prevent it from becoming loose and damaging the mechanism itself.

Maintenance of units with partition panels.

- During loading and unloading, avoid continuous friction and impacts.
- Always move the pallets in a straight line (with loads aligned) so that they fit together more easily.
- Avoid resting the load on the longitudinal divider panels.
- Repair any cracks found immediately. We recommend visiting an authorized center.

ATTENTION: If the divider panel has a fan, make sure the fan cable is disconnected before moving the panel.

4.3 Ship-ready units

- Be sure to check that the suspension mounts are empty before securing the unit.
- Check the torque settings of your unit's fasteners monthly.
- A weekly visual inspection of the trailer is recommended to quickly detect any abnormalities.

4.4 Tugboats

- Be sure to periodically check the fasteners on the cross members.
- We recommend performing a monthly visual inspection of the hood's attachment to the crossbar and the crossbar's attachment to the chassis. Remember that the crossbar is subject to impact during coupling and uncoupling maneuvers; therefore, special attention should be paid to its maintenance.

4.5 Trailers

Periodic visual inspection to verify that the hitch ring remains in perfect working order to ensure proper coupling to the tow truck's hitch.

4.6 Mechanical steering systems

Consisting of steering boxes and steering rods, regardless of the model, the manufacturer's maintenance instructions must be strictly followed.

Units equipped with forced-feed steering systems must be lubricated periodically through the grease fittings provided. You should also check that the turntable(s) and drive shaft are in good condition. For your reference, see section 3.2. "Other Torque Values," in this manual.



5 . CLEANING THE UNIT ■

Only regular cleaning and maintenance can ensure the unit remains clean and meets transportation hygiene standards.



- The parts of the body most exposed to dirt are the seals and rails. Special attention must be paid to cleaning all these components.



- Washing operations must be performed using mild cleaning products (pH between 5 and 9) at a temperature below 50 °C.



- The wash wand must be used at a distance of more than 30 cm from the mounting bracket, and the pressure must not exceed 60 bar (or 60 cm for 180 bar). Do not spray directly on electrical components (connector, control box, etc.).



- Rinse thoroughly after washing.
- Cleaning of composite panels coated with gelcoat must be performed with hot water (at a maximum temperature of 70°C and a pressure below 80 bar).
- In any case, try to avoid large temperature fluctuations as much as possible when washing the units. Never wash a van in freezing temperatures or with hot water. Wait until it has warmed up. Prohibited cleaning products: - Abrasive cleaning products
- Strong alkaline solutions (ammonia, lye, etc.)



- Organic solvents (acetone), chlorinated solvents (trichloroethylene), aromatic solvents (xylene, toluene).

6. GENERAL CONSIDERATIONS ■

Labeling and colors

Remember that dark colors do not reflect light and, therefore, convert the energy received into heat, i.e., they increase the temperature. This increase can affect the integrity of the panel itself by reducing the capacity of its outer surface layers and, at the same time, increasing the fuel consumption required to compensate for this imbalance.

Access to docks/loading/unloading ramps

Loading and unloading on ramps or loading docks with uneven surfaces causes continuous twisting and excessive stress on the chassis structure, which can lead to significant damage to the chassis and/or the vehicle's components (axles, bumpers, kits, etc.).

We recommend increasing the frequency of visual and general inspections of the vehicle at its critical points, such as: welds, torque settings, structural components, and, in general, the entire vehicle.

En cada vehículo **SOR** hay mucho

*En cada vehículo **SOR**, hay innovación, tecnología, diseño, materiales respetuosos, know how, planos, pruebas, equipo, creatividad, investigación, ideas, ensayos, visión, conceptos, procesos, personas, y sobre todo garantía.*

*Un vehículo **SOR** es mucho más que un semirremolque.*



www.soriberica.com