

Issue 70 May 2026

# BRAKING NEWS

## ESB REMAN

Quality and sustainability combined

## CYBERSECURITY

Opportunity for independent workshops

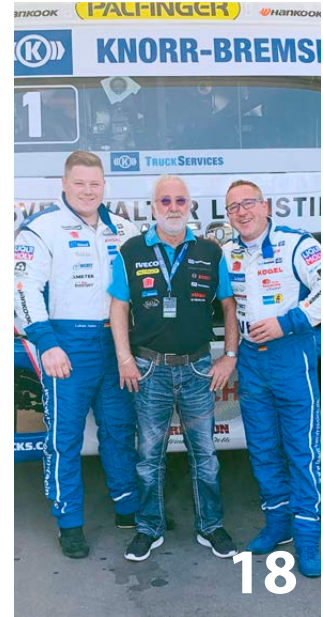
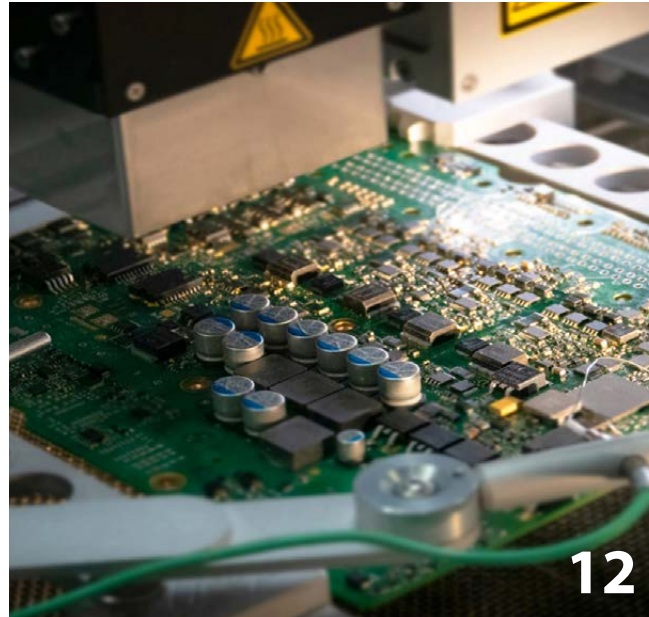
## ANNIVERSARY

25 years partner of Jochen Hahn



**KNORR-BREMSE**

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ALEXANDER WAGNER  
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## Dear Reader,

The commercial vehicle aftermarket is changing rapidly, and Knorr-Bremse TruckServices is actively shaping this change. Digitalization, new technologies and regulatory requirements are shaping the everyday lives of workshops, dealerships and fleets. Our goal is not only to accompany these developments, but to offer tangible solutions that combine progress with real benefits.

Our cover story points out how ESB REMAN gives electronic control units a second life, combining sustainability with cost-effectiveness. These industrial repairs shorten downtimes and secure valuable scope for workshops and fleets. In a networked world, however, our service does not end with the hardware: Knorr-Bremse supports you in mastering complex cybersecurity requirements. Despite regulatory hurdles, workshops retain the necessary authorized access to diagnostics and software updates - a decisive factor for digital competitiveness.

At the same time, we are continuously developing our Expert Network 2.0 partner program. Partners such as the Sießmaier truck workshop are already benefiting from tailored expertise and digital services such as PleaseFix or Travis - effective and tailored to daily processes. Our new pipe markers point to the fact that we also keep an eye on details. They save time, reduce sources of error and increase service quality directly at the lifting platform. Last but not least, we are celebrating long-standing partnerships such as with Hahn Racing. 30 years of truck racing and 25 years of cooperation with Knorr-Bremse are impressive proof of how continuity and innovation work together.

This issue combines strategic future topics with concrete everyday solutions - from industrial repairs and smart tools to digital services and strong partnerships. This is how we are shaping change in the aftermarket together, true to our motto: Products & Services for today. Solutions for tomorrow.

Enjoy reading!

Alexander Wagner

A handwritten signature in blue ink, appearing to read 'A. Wagner', written in a cursive style.

# Coupling know-how for workshops and dealers

Electronic clutch actuators from Knorr-Bremse ensure smooth gear changes in automated manual transmissions - and open up a growing area of business in the drivetrain for workshops and parts dealers.

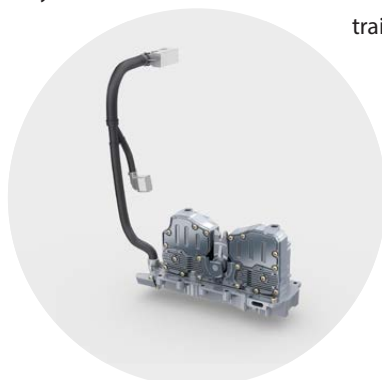


Knorr-Bremse has been manufacturing electronic clutch actuators for Volvo, Renault, MAN, DAF and Iveco vehicles for more than 20 years.

In everyday workshop life, the name Knorr-Bremse is usually associated with wheel brakes, EBS, compressors or air processing units. Less well known is the fact that the company has also been a major player in clutch and transmission actuators for many years - and is thus plugged directly into the drivetrain of numerous European trucks.

With the introduction of automated manual transmissions (AMT), clutch actuation became electronic. Since 2000, corresponding actuators have been installed on a large scale in heavy trucks and buses. Later, Knorr-Bremse took the logical step into the open market: In addition to original equipment, Knorr-Bremse now also offers its electronic clutch actuators as OES and IAM products - either as new parts of the highest quality or as remanufactured EconX® variants for repairs in line with the current market value. The broad vehicle coverage is particularly relevant for workshops and dealers.

Applications can be found in MAN, Iveco, DAF, Volvo, Renault and Mercedes-Benz, among others. This means that large portions of the European commercial

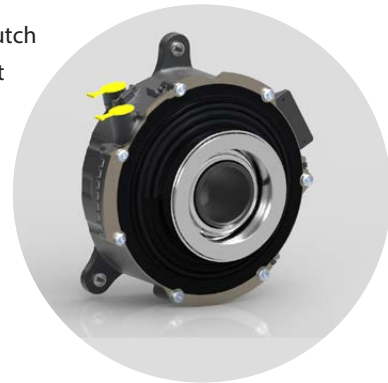


vehicle fleet can be served.

The portfolio has been systematically expanded in recent years. The dual clutch valve unit (DCVU) including service kit and the concentric clutch actuator (CCA) are available for current Volvo applications. This is supplemented by other concentric pneumatic solutions that cover additional applications in the open market.

However, it is not just the part itself that is decisive for the success of the repair.

Gearbox calibration is often necessary when replacing electronic clutch actuators. Knorr-Bremse provides installation and service instructions for this and offers special transmission training courses via the TruckServices Academy. For dealers, this means a clearly structured program with cross-references and technical back-up. For the workshop: more safety in diagnostics, installation and commissioning - and thus a calculable business in the increasingly complex drivetrain.



For Volvo trucks, Knorr-Bremse offers the dual clutch valve unit (DCVU) including service kit as well as the concentric clutch actuator (CCA).



Thomas Meyer (left) took part in the "Circular economy along the value chain" discussion panel at Sustainability Day 2025.

# Sustainability with substance

Knorr-Bremse has been strategically anchoring sustainability for years - and demonstrating its presence at industry awards and specialist forums.

Sustainability is a long-term premise for Knorr-Bremse. Accordingly, the company is involved in key industry formats. One example is the Sustainability Day of the Forum on Automotive Aftermarket Sustainability (FAAS), which took place in Prague at the end of 2025. The network brings together companies along the entire value chain of the automotive aftermarket and is regarded as a driving force for sustainable and circular business models. "Knorr-Bremse has been part of the network since it was founded, with the aim of connecting aftermarket players more closely," says Thomas Meyer, Global Director PG Reman & Repair. Strategically, Knorr-Bremse is particularly involved in the working groups on remanufacturing and ESG reporting, thus gaining an early insight into EU regulations and their impact on sustainable aftermarket business models. For remanufacturing and repair activities in particular, the exchange provides important impetus for the further development of circular solutions. The fact that the company supported the Sustainability Day as a sponsor was a deliberate signal. "As a member of the Board of Directors, we want to take responsibility not only in terms of content, but also in terms of the organizational responsibility," says Meyer. At the same time, Knorr-Bremse contributed the OEM perspective on the circular economy to the panel, including an exchange on the challenges of used parts logistics. Finally, the company opened its remanufacturing site in Liberec and provided insights

into industrial reprocessing. The FAAS network also helps to identify regulatory requirements at an early stage and develop solutions together with partners. In addition to this commitment, Knorr-Bremse TruckServices also supports initiatives that make sustainable innovations in the transport sector visible. As a sponsor of the European Transport Prize for Sustainability 2026, the company is setting another example. The prize, initiated by Huss-Verlag and awarded by the trade journal "Transport," honors projects and products that combine economic success



The prize, which has been awarded by Munich-based Huss-Verlag since 2011, is regarded as a seal of quality for environmental and social responsibility in commercial road freight transport.

with environmental and social responsibility. This claim is also demonstrated in the company's own product strategy: Industrially remanufactured components from the remanufacturing portfolio extend product lifecycles, countersink CO<sub>2</sub> emissions and save resources.

# Cybersecurity: opportunity for strong independent workshops

New regulatory frameworks for connected vehicles are significantly changing access to diagnostics. For workshops and fleets, this means the need to adapt - but also new opportunities. Knorr-Bremse is taking an active and hands-on approach to support these changes.



Commercial vehicles are becoming increasingly networked. Cybersecurity protects them against unauthorized access, manipulation and malicious attacks on critical functions such as steering, brakes or telematics.



## *"Cybersecurity is the entry ticket for workshops into the world of connected vehicles."*

*Simon Binar, Product Manager KB Diagnostics at Knorr-Bremse*

Cybersecurity is no longer a future topic in the commercial vehicle industry - it is a reality today. With international regulations such as UN ECE R155 and UN ECE R156, the regulatory framework for connected vehicles has fundamentally changed. These requirements are politically mandated and technically necessary - and they are gradually impacting day-to-day workshop operations. For many companies, this initially sounds like additional effort - more logins, more security measures, and maybe also higher costs. However, the reality is more nuanced. "Let's be clear: Workshops are not directly affected by these

regulations at first," explains Simon Binar, Product Manager KB Diagnostics at Knorr-Bremse. "The regulations are aimed at vehicle manufacturers. They must establish systems that ensure cybersecurity and secure software updates throughout the lifecycle of a vehicle."

R155 obliges manufacturers to implement a comprehensive cybersecurity management system. R156 defines how software updates must be developed, distributed and documented - whether over-the-air or in the workshop. The background to this is the increasing connectivity of vehicles. The more digital the system, the more important its protection.



Practical operation, no functional restrictions, better service: Knorr-Bremse wants workshops and fleet operators to benefit from cybersecurity.

However, this responsibility also entails controlled protection of diagnostic access. Manufacturers must not simply lock down vehicles - this is clearly stipulated in EU Regulation 2018/858. It guarantees independent market participants access to repair and maintenance information as well as to data from the OBD interface. A supplementary delegated act specifies how this access must be structured under cybersecurity conditions.

"Manufacturers must enable access," says Binar. "But they are allowed to define how this access is secured." In practice, this means registration, a user account and, where applicable, multi-factor authentication. Anyone using a protected function must verify their identity and can then continue working as usual.

There should be no functional restrictions for independent workshops. Binar emphasizes: "Anything that an OE workshop can do must also be possible for an independent workshop. Competition must be preserved."

However, it will not be possible without any adjustments. Workshops will need to register and, maybe also, provide

proof of their activities in the automotive sector. However, technical security processes such as certificate management run in the background. "If a digital certificate is required, the software takes care of it. This should remain as transparent as possible for the user," says Binar.

This is precisely where Knorr-Bremse comes in. Together with partners, the work is underway to combine security and usability. The aim is to address regulatory requirements in the backend - without turning them into an additional burden in day-to-day workshop operations. The digital transformation should remain practicable.

That security entails effort is undisputed. Cloud infrastructure, cryptographic processes and continuous system maintenance all incur costs. "These are real factors," says Binar openly.

"Usage-based models or time-limited activation of certain functions are conceivable." The existing hardware in workshops generally remains usable. The changes primarily affect software and access processes.

For workshops and fleets, this means: Review budgets, understand processes, and be prepared. Because one thing is

equally clear - without cybersecurity, there can be no secure access to modern vehicles.

At the same time, the new architecture opens up tangible advantages. One example is the replacement of defective ECUs. If an old device was previously severely damaged, it was often no longer possible to read out configuration data. This frequently meant turning to an OE workshop. In the future, the appropriate configuration may in some cases be downloaded directly from the manufacturer's backend system and applied to the new ECU.

"The vehicle is identified, I install the new ECU and the correct configuration is automatically applied," explains Binar. "I no longer need the old part for this." This significantly expands the scope for independent companies. "I can complete more cases independently - and in many situations the process even becomes more efficient."

For fleet operators in particular, this means less downtime and clearly predictable processes. Digitalization is therefore not only a security requirement, but also a driver of efficiency.

The topic of comprehensive software updates, where multiple ECUs are updated as a system, is still evolving. Discussions are ongoing at both manufacturer and industry level.

Knorr-Bremse is actively involved in developing viable

solutions for the independent aftermarket. The initial focus is on secure access to diagnostics and unrestricted parts replacement. Additional functions will follow.

What remains important is the broader perspective: The current requirements are neither the result of individual manufacturers nor an initiative of the aftermarket. They are politically mandated and technically necessary. Connected vehicles require protective mechanisms - and at the same time, the European regulatory framework ensures that competition is maintained.

For Simon Binar, the positive aspects clearly outweigh the negatives: "Cybersecurity increases safety and creates new opportunities. It is not a risk for the independent aftermarket, but a foundation for its future."

Knorr-Bremse sees this development as a clear mandate. The company is closely aligned with regulatory developments, deeply involved on the technical side, and strategically well positioned. The goal is to support workshops and fleet operators so that they remain fully capable of acting in a digital vehicle environment.

The digital transformation cannot be stopped. But it can be shaped - in partnership, with a practical approach and with the clear objective of safeguarding competitiveness.



Through networking, the exchange of defective control units becomes significantly more efficient. Fleet operators benefit from shorter downtimes.

# Pipe markers for efficient parts replacement

With the new pipe markers from Knorr-Bremse, workshop professionals can keep track of even complex brake systems. Save time, avoid mistakes - this makes component replacement easier and faster.



The pipe markers are available in four specially compiled sets that cover all relevant truck and trailer systems.

Anyone who services pneumatic brake systems in the workshop knows the problem: when replacing components such as EAC or TEBS, numerous pneumatic pipes have to be disconnected and reconnected. It's easy to lose track - and valuable time.

Knorr-Bremse now has the right tools for this: pipe markers that clearly identify each line. The advantages are obvious: fewer errors, faster work and better service quality.

The markers are very robust, reusable and suitable for three different cable diameters. They are available in three highly visible colors and are provided with numbered markings for the valve connections, the function of which is explained clearly on the product page.

This allows mechanics to immediately recognize which pipe

is the right one for the respective connection, even in a hectic workshop.

Four specially compiled sets cover the most important truck and trailer systems. Supplied in practical bags sorted by application, the markers are easy to grab - and even make a clever advertising medium.

The sets mark one product at a time, but can also be used for other lines (not tested). This makes everyday work easier, more efficient and safer - in line with Knorr-Bremse TruckServices' philosophy.

With this new tool Knorr-Bremse is expanding its tried-and-tested range of workshop tools and is helping workshops, vehicle owners and dealers to get commercial vehicles back on the road quickly.



Oscar Escales Ainzúa had the idea for the pipe markers.

**Practical relevance: How the pipe markers were created**

Sometimes it's not the big innovations, but the small, clever improvements that make a noticeable difference to everyday workshop life. This was precisely the idea behind an internal ideas competition at Knorr-Bremse. The company was looking for complementary tools based on real practical experience that solve specific challenges in day-to-day work. The focus was on typical steps that cost time, processes that can be simplified or details that, in total, determine efficiency and quality. The pipe markers are one result of this competition. Developed on the basis of feedback from training sessions and direct exchanges with workshops, they are used precisely where mechanics work on a daily basis. The idea came from Oscar Escales Ainzúa, IAM Technical Sales Manager at Knorr-Bremse Ibérica. His approach: a simple, robust tool with great practical benefits. An example of how valuable it is to listen to everyday workshop life - and to turn experience into concrete solutions.



The pipe markers clearly identify each line.



All diagnostic processes take place at the ECU Simulation Bench

# In the cycle to a second life

**Defective control units can lead to expensive breakdowns. ESB REMAN offers workshops and fleet operators an industrial solution for reconditioning control units, that combines sustainability with the highest quality and Europe-wide availability.**

It's a scenario that every fleet manager dreads: A vehicle breaks down and diagnostics point to a fault in the control unit. Where mechanisms used to be repaired with handy tools, today complex circuit boards decide whether a vehicle is at a standstill or on the road. In the recent past, a defect in the digital "brain" of the commercial vehicle has increasingly been associated with high spare parts costs or delays due to strained supply chains. However, availability is not the only hurdle; the technology itself is also reaching new limits. "The increasing number of

control units per vehicle massively increases the complexity of maintenance and repair," says Thomas Meyer, Global Director Product Group Reman, Repair, Reuse at Knorr-Bremse. Today, it takes more than a soldering iron; it takes industrial know-how to ensure safety on the road without compromise. What counts in the workshop is reliability. A repair is only a real gain if the component works immediately and permanently after installation. This is where ESB REMAN's industrial reconditioning comes in, penetrating deep into the technical substance of the



signals and CAN bus communication on a one-to-one basis," explains Jan Kroupa. The control unit is tested under real load before it leaves the factory. For the customer, this means that the quality of the reconditioned control units meets the highest industrial standards. Knorr-Bremse offers a 12-month guarantee on the functionality of the remanufactured components. In a business where every hour of downtime costs money, speed is the hardest currency. The network of competence centers in Spain, France, Italy and the Czech Republic ensures that technological expertise is never far away. Thomas Meyer emphasizes that Knorr-Bremse works with absolutely identical standards and operating rules throughout Europe. A part reconditioned in Madrid is subject to the same strict quality standards and process specifications as one from Central Europe. The highlight for day-to-day workshop operations is the digital portal. Functions such as "self-approval" take the bureaucratic sand out of the gears. Registered partners do not have to wait for approvals, but can start the process immediately. "This gives the process a massive speed boost," says Meyer. The defective unit is collected directly from the workshop, which reduces the administrative work for the foreman on site to a minimum. Versatility is what makes the service so valuable for cross-brand inserts. With over 1,100 references, ESB REMAN covers a wide range of control units - from engine control units to transmission control units and cockpit displays. The service sees itself as a reliable partner for numerous components in the truck electronics ecosystem.

Knorr-Bremse listens closely to the market: every customer request for a new type of control unit ends up directly on the list for future developments. And even though the topic of electromobility is already being monitored, Knorr-Bremse remains down-to-earth: As the current demand for repairs for e-trucks is still very low, the company is focusing in the short term on the solutions that are causing the most pressure in workshops today.

At the end of the day, the calculation has to work out. For fleet operators, the savings compared to a new part can be up to 60 percent. The fact that the ecological footprint is also shrinking makes the decision to remanufacture a strategic question of sustainability. ESB REMAN points out that industrial precision, speed and economic sense are not mutually exclusive. This ensures that the remanufactured "brain" gets the entire truck back where it belongs as quickly as possible: back on the road.



devices. The process takes place in strictly protected ESD zones, as even an invisible electrostatic discharge can gradually destroy electronic components. Jan Kroupa, ESB REMAN Specialist at Knorr-Bremse, warns: "Such damage is treacherous, as it often only leads to total failure months later during operation." However, the real ace up the sleeve is the ECU Simulation Bench. While simple test devices often only take superficial measurements, the real thing is simulated here on the highway. "The simulators carry out functional tests that transmit digital

## How Knorr-Bremse makes an ECU fit again

In the ESB REMAN process, each control unit goes through clearly defined steps - from the initial check to the final packaging kit. The control unit is first checked and analyzed. It is then repaired. Finally, everything is tested to restore function, quality and reliability. This helps reduce costs, increases availability and conserves valuable resources.



1

### Incoming goods inspection

Upon arrival at the competence center, an initial visual and functional assessment of the ECUs received takes place. This allows the repair order to be compared with the information in the system and initial faults to be clearly identified.



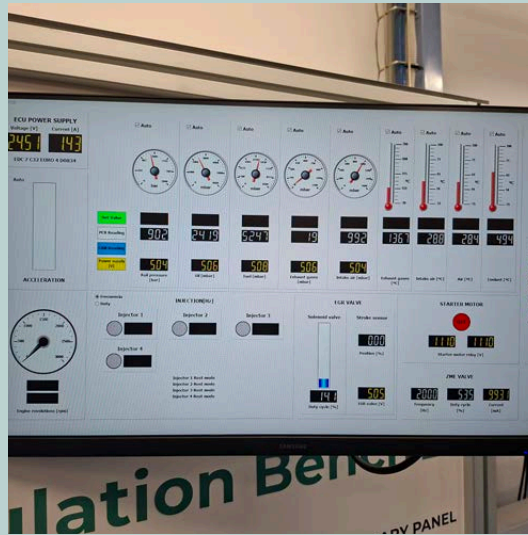
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### Cleaning

Cleaning the housing to remove dirt, residue or moisture is a typical part of industrial reconditioning to ensure reliable testing and repair conditions.

## Diagnostics

This is followed by a detailed electronic analysis to determine the causes of faults, define the scope of repair and check the reparability. Diagnostics is the central step in the process, as faults can be assigned to individual components using special test benches (e.g. simulation of real operating conditions).



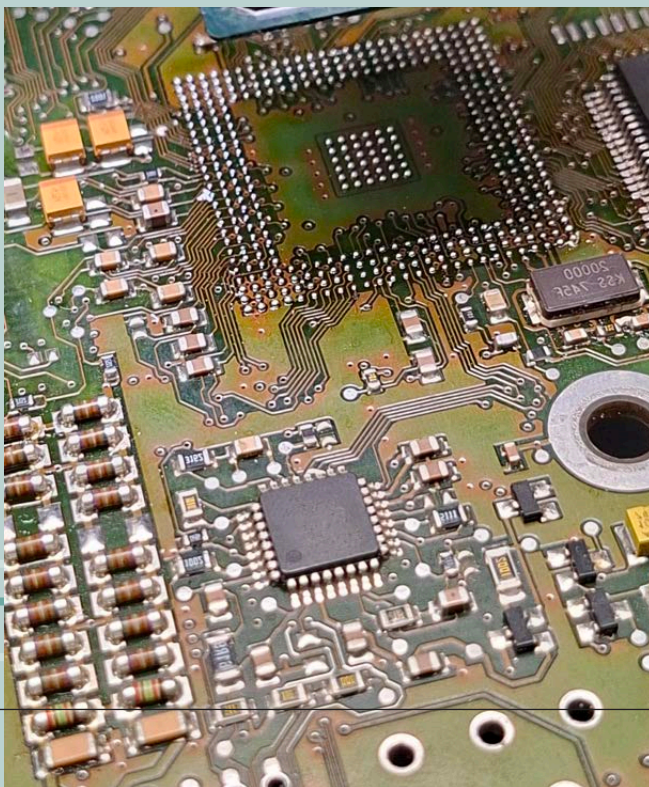
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## Dismantling

The ECU housing is then carefully opened to gain access to the internal components without causing additional damage. Access to the printed board is a prerequisite for the subsequent component repair, as ESB REMAN works specifically at component level.



3



## Repair

After cleaning, repairs are carried out at component level, defective components are replaced and electronic functionality is restored. Individual components on the printed board can be replaced and software can even be transferred to new components.

5



6

### Final diagnosis

Once the repair is complete, a full functional test is carried out. This ensures that all faults are rectified and the ECU regains its full functionality.

7



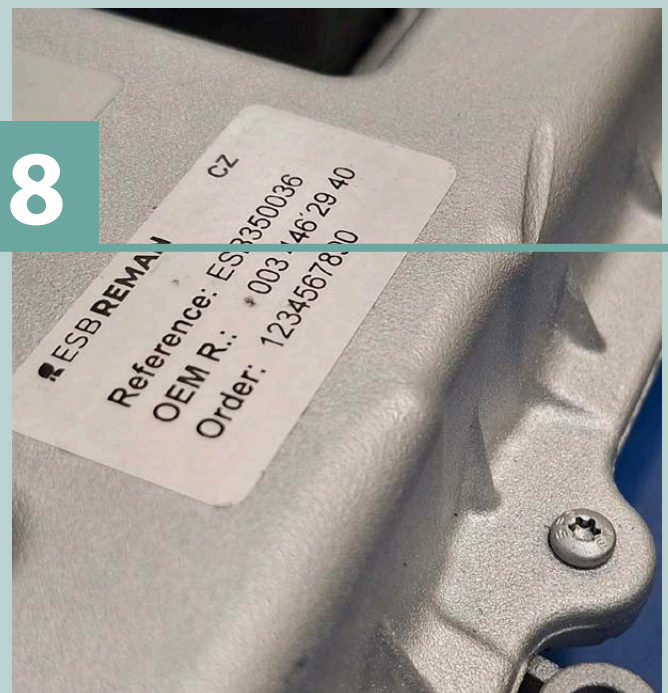
### Assembly

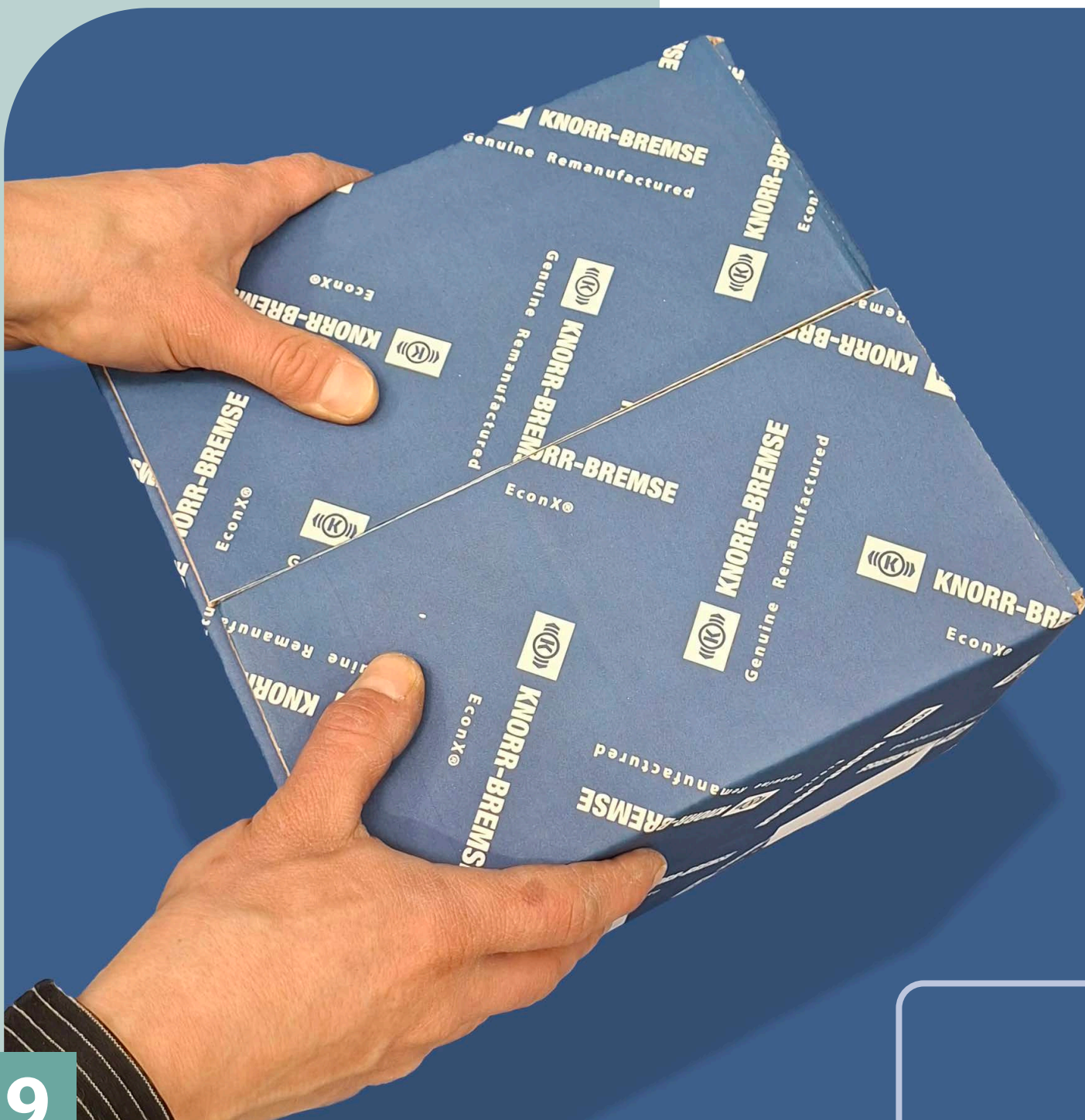
The ECU housing is now reassembled, sealed and prepared for the final quality test. The aim is to return the ECU to an operational state so that the original control unit can be used in the vehicle again.

8

### Labeling

In order to ensure traceability and uniform quality standards, internal codes and reprint identifiers are attached to the repaired ECU.





9

### Packaging kit

Finally, the repaired ECU is given special protective packaging to ensure safe return shipment to the customer. The repaired control units are generally returned quickly via a Europe-wide network, with a focus on short throughput times and high availability.

# Three decades *Full throttle*



Jochen Hahn

In 2026, Hahn Racing is celebrating 30 years of truck racing and 25 years of partnership with Knorr-Bremse - an anniversary full of passion, team spirit and technology.



Jochen Hahn on the track in Zolder, Belgium, in 2003 - back then still in a Mercedes-Benz Axor.



Three generations at a glance: Rookie Lukas Hahn, team founder Konrad Hahn and Jochen Hahn in 2019.



A matter of honor: Lukas Hahn lends a hand changing tires himself in 2013.

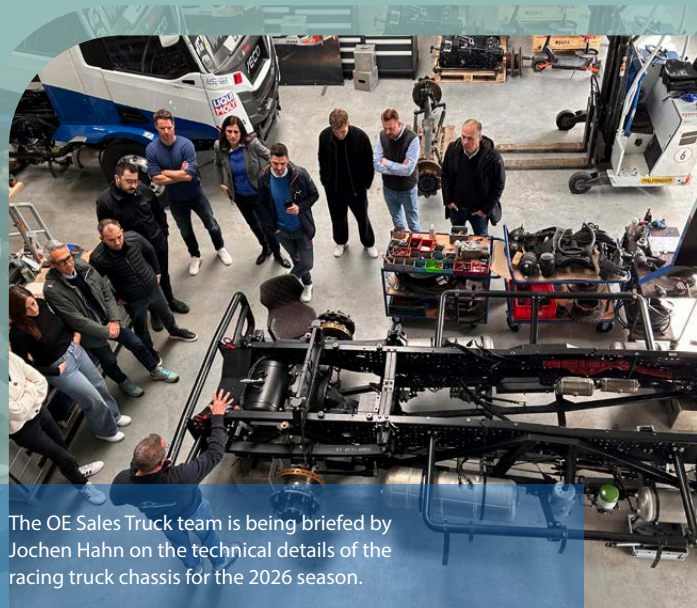
Team Hahn Racing can look back on an impressive success story: 30 years of truck racing and 25 years of partnership with Knorr-Bremse characterize the double anniversary. "The history we have written is unbelievable," says Jochen Hahn. For him, truck racing means much more than speed: "The team spirit and the shared joy of success make this sport unique." Hahn himself is a six-time European champion - a testament to skill and continuity.

Truck racing has become much more professional since the team was founded. Stricter regulations, modern workshops and innovative technologies characterize the scene today. The Hahn trucks have also changed: from classic truck brake systems to the electrification of compressed air components. Knorr-Bremse has been supporting the team for 25 years. "We drive the Knorr truck - consistency in cooperation is priceless," says Hahn. Every race points out how crucial know-how and quality are.

Robert Wenk, long-standing contact person at Knorr-Bremse for the team, adds: "The partnership is based on shared values, technical excellence and team spirit. Products in the race truck push their performance limits and also prove robustness in series trucks." Sustainability and future technologies are central: Remanufactured components from the EconX® brand meet the highest standards, and the new EPS steering system for e-trucks transfers racing innovations directly to series vehicles.

However, the true strength of the team also lies in Hahn's management style. He has motivated his team for decades with respect, clear communication and appreciation. Traditions, such as working together and celebrating afterwards, shape the team spirit. "We have realized my parents' lifelong dream," says Hahn about the new workshop, which was inaugurated at the end of 2025 - a moment that unites family, team and passion.

Hahn's first European Championship title in eleven years is particularly memorable: Despite his success, he remained humble, approachable and focused on the team - a sign of his down-to-earth attitude and strong leadership. The goal for 2026 is to become European champion again - together with Knorr-Bremse. Three decades of top performance, team spirit and technical precision form the basis for the coming chapters in truck racing.



The OE Sales Truck team is being briefed by Jochen Hahn on the technical details of the racing truck chassis for the 2026 season.

## Brake meets race truck

Jochen Hahn has had two visits from Knorr-Bremse in recent months: Both a team of engineers from Leonberg and the OE Sales Truck Team were guests of his in Altensteig. Both visits combined professional exchange with exciting insights into racing.

The engineering team's visit began in the new workshop of the six-time European truck racing champion. The modern meeting area directly in the workshop offered ideal conditions for an internal workshop. The focus was on topics such as weight distribution, driving dynamics, drivetrain, braking system regulations and developments in e-trucks and electronic braking systems (EBS). The comparison between racing and series development, such as test methods and vehicle preparation, was particularly fascinating.

The OE Sales Truck Team also took the opportunity to exchange views on currently relevant topics such as EPS and EURO 7.

Both groups were given fascinating insights into the truck racing business as part of a workshop tour. It was particularly impressive to see Knorr-Bremse products directly installed into the trucks - including a look "under the hood." A special highlight was the exclusive first look at the race truck for the 2026 season. "We received an incredibly warm welcome. Jochen Hahn was approachable and open - a champion off the racetrack too," reports engineer Julian Schäffer from Knorr-Bremse.



Everyone in the picture:  
For Manfred Sießmair (front left) and Operations Manager Peter  
Greif (front right), every team member is equally important.

# Pioneering spirit and handshake quality

The Sießmair commercial vehicle workshop from Aichach-Gallenbach is a prime example of a Bavarian SME: deeply rooted in the region, family-run and always open to digital innovations.



### **"Knorr-Bremse offers us great support at eye level."**

Peter Greif, Operations Manager Anton Sießmair Commercial Vehicle Service

Anyone entering the Sießmair workshop in Aichach-Gallenbach immediately senses the special spirit that prevails here. It is a mixture of in-depth technical expertise and a hands-on mentality. The history of the workshop is inextricably linked to Peter Greif, the long-serving operations manager, who was the first mechanic to join the company in November 1981. At that time, the company was still a classic transport business with its own fleet of vehicles, but Greif and the Sießmair family recognized the potential of offering maintenance services to external customers early on. Already in 1984, the company benefited from an exemption to accept external orders; and it was officially registered as an independent commercial vehicle workshop in 1986. This decision laid the foundation for a success story that is now being continued by Manfred Sießmair, the junior boss, in the next generation. A decisive turning point came in 2004, when Sießmair became an official DAF partner. This was accompanied by a new professionalization initiative, which raised the company to an international level. The company is particularly proud of its expertise in the field of special bodies. In Bavaria, the company has many years of experience with complex moving floor systems and well-known trailer brands. The spare parts warehouse for these specialized systems includes an extensive range to ensure that vehicles are back on the road the same day in the event of a defect.

This reliability is also at the heart of the corporate philosophy, which is reflected in the company slogan "Satisfied customers for more than a vehicle's lifetime." Peter Greif emphasizes that there is a close, often decades-long relationship of trust with almost all customers. Almost all of them have a "you relationship" based on respect. "You have our word - we give 120 percent to get things done," Greif emphasizes. "We know each other, and we know about the families. It's simply trusting." This human element also carries the company through the intense times of emergency service. As a partner of the DAF ITS system and other international organizations, the workshop is available around the clock, 365 days a year. The team completes between 600 and 700 emergency service assignments annually. This often means work at weekends or on public holidays to get defective vehicles back on the road. The pressure is enormous: 85 percent of breakdowns have to be resolved within six hours. Peter Greif knows that this commitment comes at a high price, but sees it as part of his responsibility: "Someone has to help people. If there's a broken-down truck on the highway, we tackle it."

In this environment between tradition and time pressure, the partnership with Knorr-Bremse plays a central role. Peter Greif still remembers his first specialist training courses in 1982, and the relationship has grown steadily ever since. Knorr-Bremse is Sießmair's most important contact in the field of brake and chassis systems. "Knorr-Bremse offers us great support at eye level," says Peter Greif, praising the contact. "You can tell that

## Customer Profile



Always on duty, especially as a partner of DAF's ITS system. The team completes up to 700 emergency service assignments per year.

they are professionals who speak our language." The workshop is now part of the advanced Knorr-Bremse Expert Network, which Manfred Sießmair sees as a strategic advantage. This network not only offers excellent training and support, such as the technical hotline and field service, but also provides access to modern digital services. "In today's world, a strong network is essential," explains Sießmair. "The Expert Network gives us the security of always being at the forefront of technology."

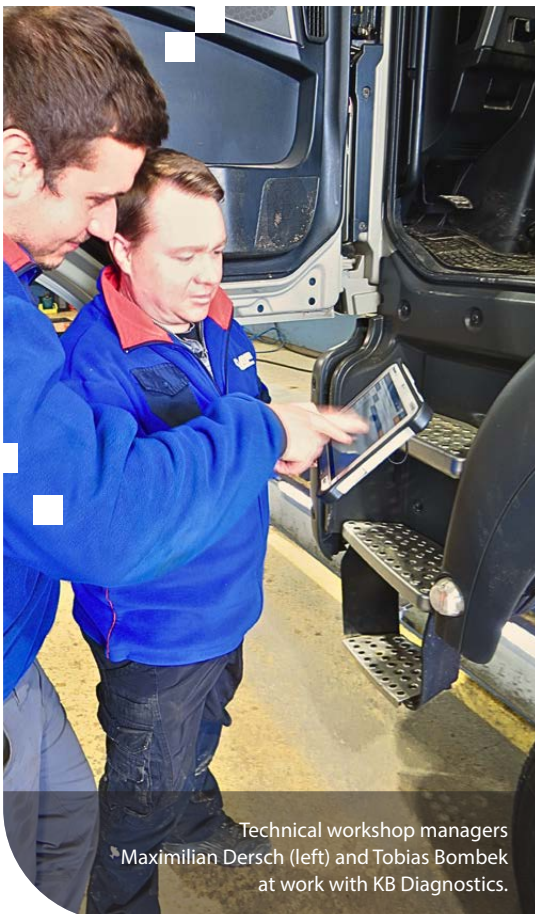
The digital services and integration into Knorr-Bremse's aftermarket ecosystem are particularly impressive for the management. Peter Greif makes intensive use of these tools to increase workshop planning and commercial efficiency. "The digital booking portal PleaseFix is a real benefit for our scheduling," says Greif. The professional business analysis is just as important to him: "I'm interested in the key figures to see where we're going. What does our sales rate look like? How is the stock throughput going? Knorr-Bremse offers a highly professional solution at a very fair price with its WESP CV benchmark system." While comparable analyses often incur high costs for vehicle manufacturers, Knorr-Bremse enables partners in the Expert Network to manage their business on a sound, data-based footing at a fair price. This transparency helps the company to remain profitable. Today, Sießmair is fully focused on the workshop business, which is flourishing with a capacity utilization rate of over 90 percent. The team consists of around 35 highly qualified people, including four master craftsmen, two engineers

and a specialized warehouse manager. Despite the challenges on the labor market, the company is committed to maintaining its training. Over the years, six master craftsmen have emerged from the company's own apprentices - an accolade for the quality of training at the company.

Peter Greif admits that it has become more difficult to find suitable trainees nowadays, as many young people would rather go to university. Nevertheless, the company in Aichach-Gallenbach is not discouraged. The pioneering spirit drives the team. Investments are made in new technologies; Knorr-Bremse is constantly training further and remains open to new business areas such as the repair of the latest generations of tachographs or complex electronic assistance systems. Those who come to Sießmair are not looking for a sterile corporate atmosphere, but real problem solvers. Whether international truck drivers or regional transport companies - they all rely on the judgment of the Anton Sießmair Commercial Vehicle Service team. The level of trust is so high that customers are sometimes prepared to travel 120 kilometers even though there are closer workshops. In the end, what counts is that the repair service matches the invoice and that you can look each other in the eye honestly. This honesty, coupled with high-end technical knowledge and strong digital backing from partners such as Knorr-Bremse, makes Sießmair an indispensable anchor point in the Bavarian transport landscape. The company looks to the future not with concern, but with curiosity - in other words, with a true pioneering spirit.



A hands-on approach for over 40 years:  
Peter Greif at the Sießmair warehouse.



Technical workshop managers  
Maximilian Dersch (left) and Tobias Bombek  
at work with KB Diagnostics.

## UP2DATE



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