

triscan•news

TRISCAN NEWS VOLUME 15 . 2024

FOCUS on sustainability and sustainability reporting (ESG)

ELVIRA LEFT EVERYTHING BEHIND IN UKRAINE and got a job at Triscan

TRISYS: The end of the digital paper economy

WIBOTEC OG TRISCAN under the same brand – and roof



NEW: BRAKE CALIPERS

Triscan programme without deposit

Much **more** than just a spare part



OE quality

Wide covering programmes



Who are we - and what can we do?

Through concept development, marketing, and sales, Triscan has since the beginning in 1976, developed into an international company in the automotive aftermarket. The product range includes auto parts, tools and consumables for auto glass repair and replacement. Sales are exclusively via distributors/wholesalers and car parts are shipped daily from Triscan's three distribution centers in Denmark and Germany.

- Fast delivery of the right parts
- Online ordering via TriCat/TecCom
- High order fill
- More than 50,000 references
- 48 product groups
- Extensive quality assurance

Through its subsidiary Triscan Software Solutions, Triscan has also established itself as developer and provider of digital solutions for the automotive aftermarket.



Brabrand, DK



Glostrup, DK



Iserlohn, D

content

2023 WAS ANOTHER POSITIVE YEAR FOR TRISCAN • 4

Although we and the rest of the world experience being challenged in many areas – the war in Ukraine, the war in Palestine and the consequences of global climate change – seen in isolation then things are going well at Triscan.



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The development of new technological breakthroughs in the automotive industry has increased exponentially and the speed with which they are implemented in the vehicles has increased. Since its introduction, the brake system's ABS sensor has become an important source of information for a large number of the vehicle's other systems.

FOCUS ON SUSTAINABILITY AND SUSTAINABILITY REPORTING (ESG) • 26

With the help of three Green Change Agents from "The Green Academy", Triscan has received professional back-and-forth, knowledge and inspiration for further work with sustainability and sustainability reporting. In the process, work has been done with Triscan's CO2 and energy accounting, potential for circular business models and resource optimization.



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2023 WAS ANOTHER POSITIVE YEAR FOR TRISCAN

Although we and the rest of the world experience being challenged in many areas – the war in Ukraine, the war in Palestine and the consequences of global climate change – seen in isolation then things are going well at Triscan. I will therefore allow myself to dwell a little on the positive in what follows, which is mainly a look back at the development and the measures that have contributed to Triscan standing stronger as a company and in the market - more than ever before.

A satisfactory account for 2022
Despite the energy crisis, high freight rates and a drop in profit of just over 20%, we had a satisfactory 2022. The drop was largely due to the fact that in 2022 we were not able to implement price increases to the market at the same rate as raw material and freight prices rose. We have therefore had to bear a large part of the cost increase ourselves - and this can of course be seen on the bottom line. Our export share has increased further and today accounts for 85% of our turnover.

New product groups have seen the light of day and are off to a really good start
Among the latest five new product groups that we have introduced, especially Triscan brake calipers without a deposit have had a terrific start. The enormous demand has resulted in a subsequent expansion

of the programme from approx. 300 to more than 1200 references.



CEO Michael Juul Hansen can look back on a satisfactory 2022 account

Sales of parts for electrical vehicles are gaining momentum
We already introduced the first parts for EV's back in 2018 - and this then slightly long-term strategic decision now clearly shows that it was absolutely right. Sales have really taken off, the number of references will soon reach 5,000 - and in addition to being first to market with many of the parts, we have also positioned ourselves as a provider of the most comprehensive programme of Tesla parts within the product groups that we offer.

Contract Partner for ADI
As a long-standing supplier to several of ADI's members, we are proud to have now been offered and subsequently entered into a contractual partnership with ADI. We are thus now 1 of a total of 46 preferred suppliers with whom the



Triscan brake calipers without deposit



Sales of parts for electrical vehicles are gaining momentum



TriSys - car repair shop management the smart way - developed on the premises of workshops

23 partners have chosen to enter into a strategic collaboration. It was particularly the combination of flexibility, program breadth and quality that was emphasized by the members as to why Triscan should be offered a contract partnership.

New and ground-breaking spare parts catalogue replaces TriWeb
As pioneers in e-commerce – Triscan was nominated in Denmark for the e-commerce award back in 2002 – we are ready to present our new catalogue in 2024. A catalog that stands out for ease of use, speed and flexibility. The new catalogue will not only replace our current TriWeb, which is going on an extremely well-deserved retirement, but it will also be possible for wholesalers who may find themselves in the situation that they either lack or need to update their existing catalog, to use TriWeb as their

own catalogue system. Data import and export is based on the TecDoc format and takes place at an incredible speed.

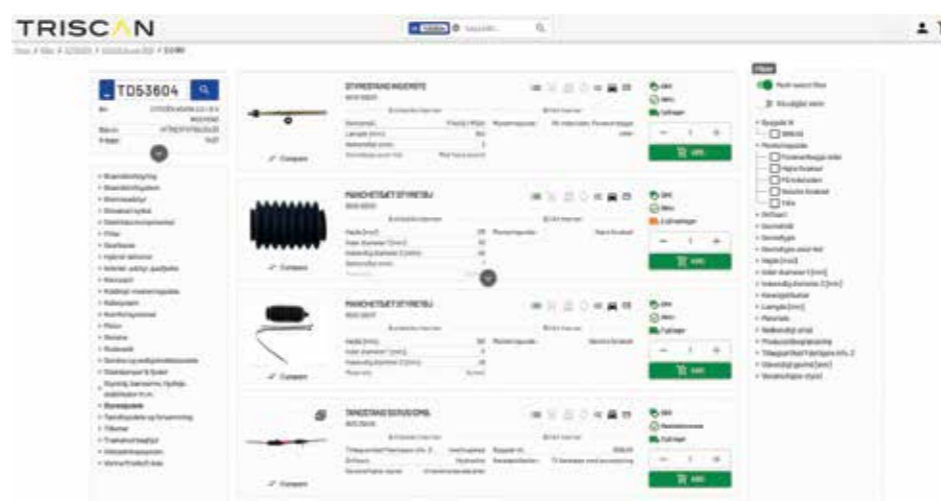
Repair and replacement of auto glass for the workshops
It is not only the question of whether or not a workshop should offer service



CobraXpro - the interest is overwhelming

and repair of EV vehicles that bothers too many workshop owners. So does the question of whether to offer repair and replacement of auto glass. Since Triscan bought a third of the shares in Wibotec a/s back in 2021, there has been full speed with further development and marketing of Wibotec's CobraXpro systems, tools and consumables for this particular work. The simplicity of the systems, which after a very short training enables everyone to use the systems - and the speed with which repairs can be carried out - have set new standards. In the past few years, we have therefore succeeded in selling the products on a whole lot of new markets in Europe, and the interest is truly overwhelming.

TRISYS – workshop and customer management system is gaining ground
Triscan Software Solutions' workshop and customer management system TRISYS also has wind in its sails. Thus, the number of workshops using the system at home and abroad is steadily increasing, with the Scandinavian countries in particular accounting for the greatest growth. The basic philosophy behind TRISYS is that the system must be usable by all types of workshops – large and small. TRISYS is therefore modular and can be adapted to the needs of the individual workshop – e.g. rental module, tire hotel, online service calculator and ordering system and more. TRISYS was developed on the premises of the workshops and can therefore be integrated with a large number of wholesalers' catalogues. The same applies to systems for technical support, financial systems, OE service books and much more ■



TriCat - new and ground-breaking spare parts catalogue to replace TriWeb



HANDBRAKE CABLES: PROGRAMME EXTENSION - SOME ONLY AVAILABLE AT TRISCAN

Triscan is first mover on several of the new handbrake cables, which among others fits Ford Ecosport, Hyundai i30/ Kona/Kauai, Mazda CX3/MX5, but also Mercedes Sprinter. And there are also news in handbrake cables for EV vehicles – including for SEAT Mii, SKODA E-Citigo and VW E-Load Up/E-Up.

The market's largest programme of handbrake cables eventually counts more than 2,300 references, with Triscan being the first to offer an alternative to OES. All cables are of course manufactured according to OE specifications and in original quality.

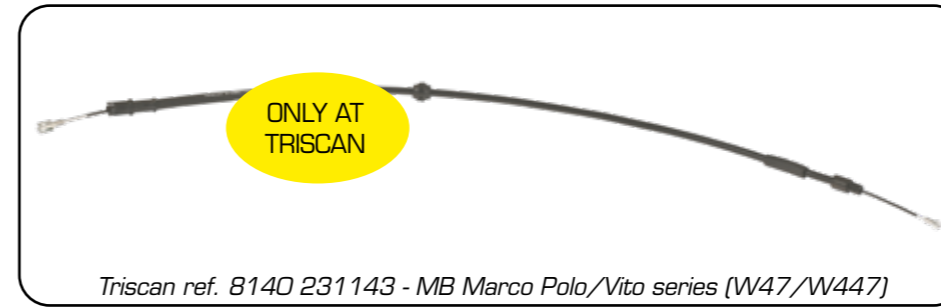
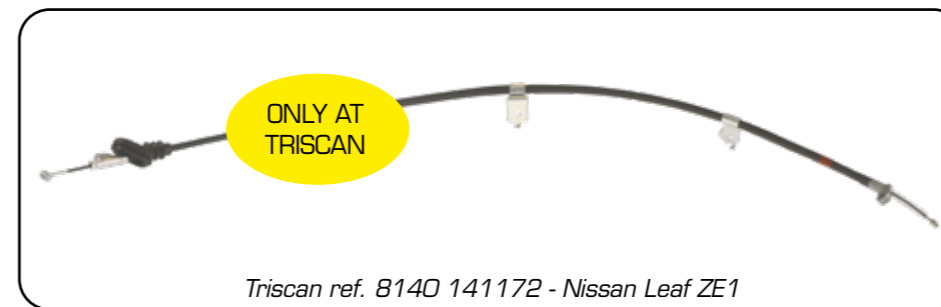
The total range of handbrake cables covering virtually the entire vehicle fleet. But did you also know that Triscan's total program in cables also includes:

- 215 clutch cables
- 344 gear cables for both manual and automatic gearboxes
- 127 cables such as choke cables, hood/compartment cables, accelerator cables, speedometer cables and trailer cables



81404310127 - Hyndai i30/i30 Fastback - Kia Ceed/Xceed/Proceed

Among the handbrake cables where Triscan is the first to offer an alternative are several for EV vehicles. Below are two examples of this.



TRISCAN	MAKE/MODEL
8140 291194	SEAT Mii, SKODA E-Citigo, VW E-Load Up/E-Up
8140 291189	MAN eTGE 3.140/eTGE 4.140/TGE 2.100/TGE 2.140/TGE 2.180/TGE 3.100/TGE 3.120/TGE 3.140/TGE 3.180/TGE 4.100/TGE 4.120/TGE 4.140/TGE 4.180/TGE 5.120/TGE 5.180/TGE 6.120/TGE 6.180, VW Crafter 30/Crafter 35/Crafter 50/Crafter 55/e-Crafter 35/Grand California
8140 4310120	HYUNDAI Bayon/i20
8140 4310121	HYUNDAI Bayon/i20
8140 431099	HYUNDAI Tucson, KIA Sportage
8140 431098	HYUNDAI Tucson, KIA Sportage
8140 251250	RENAULT Grand Scenic/Scenic
8140 131331	TOYOTA Prius/Prius PHV
8140 131332	TOYOTA RAV 4
8140 131333	LEXUS IS 200t/IS 250/IS 250 C/IS 300/IS 300h/ISF/RC 200t/RC 300/RC 300h/RC 350/RCF
8140 151085	IVECO Daily 33S11/Daily 33S13/Daily 33S13P/Daily 33S15/Daily 33S15P/Daily 35C17/Daily 35C17P/Daily 35S11/Daily 35S12/Daily 35S13/Daily 35S13P/Daily 35S14/Daily 35S14P/Daily 35S15/Daily 35S15P/Daily 35S16/Daily 35S17/Daily 35S17P/Daily 35S18/Daily 35S18P/Daily 35S21/Daily 35S21P/Daily 35S60E/Daily 35S60EP
8140 151093	IVECO Daily 33S11/Daily 33S13/Daily 33S15/Daily 35S11/Daily 35S12/Daily 35S13/Daily 35S13P/Daily 35S14/Daily 35S15/Daily 35S16/Daily 35S17/Daily 35S18/Daily 35S21/Daily 35S60E
8140 1611145	FORD Transit 310/Transit 330/Transit 350/Transit 410/Transit 430/Transit 470/Transit 500
8140 1611146	FORD Transit 310/Transit 330/Transit 350/Transit 410/Transit 430/Transit 470/Transit 500
8140 161245	FORD Transit 350/Transit 370/Transit 410/Transit 430/Transit 460/Transit 470/Transit 500
8140 161246	FORD Transit 350/Transit 370/Transit 410/Transit 430/Transit 460/Transit 470/Transit 500
8140 231185	MERCEDES-BENZ Vito E-Cell
8140 231187	MERCEDES-BENZ Vito E-Cell
8140 251255	RENAULT Twingo
8140 69183	SUZUKI Ignis



Handbrake cable 8140291194 fits on SEAT Mii, SKODA E-Citigo and VW E-Load Up/E-Up

Our programme of handbrake cables has been expanded with 124 new numbers for EV vehicles – including the SEAT Mii, SKODA E-Citigo and VW E-Load Up/E-Up – as we are the first to enter the free aftermarket

Left: 20 numbers for EV vehicles are ready for delivery

OUR PROGRAMME OF HANDBRAKE CABLES IS CONTINUOUSLY EXPANDING...
For further information, we refer to our online catalogue TriCat or to TecDoc, TecCom and TecCMD.

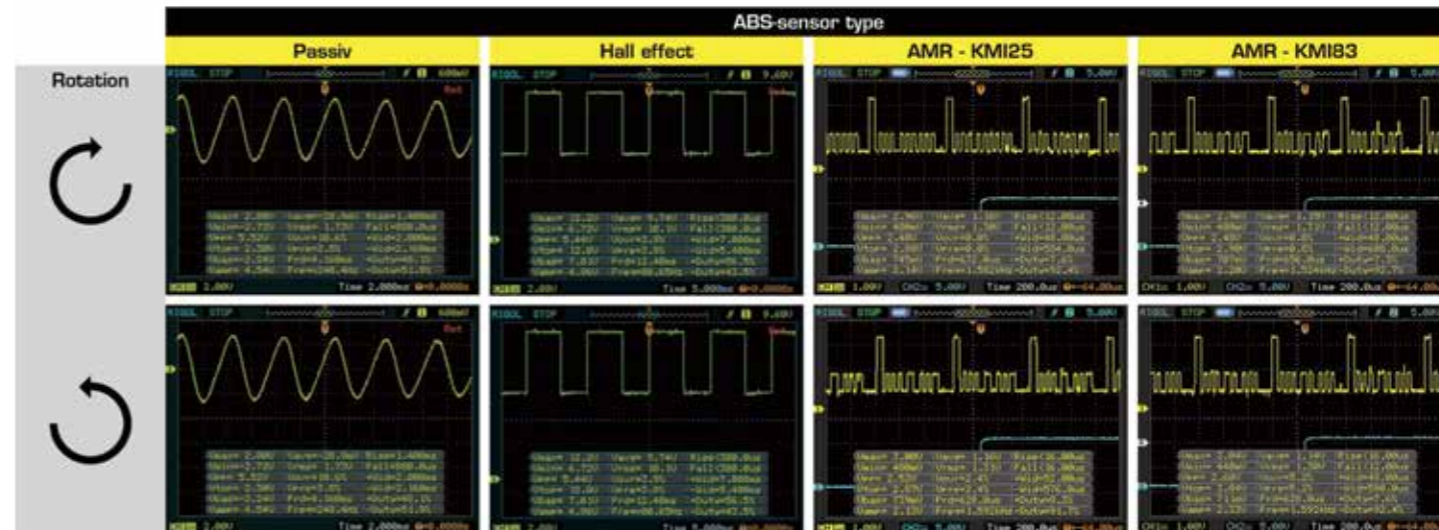


TECHNOLOGY CHANGE IN ABS SENSORS CREATES PROBLEMS IN THE WORKSHOPS

The development of new technological breakthroughs in the automotive industry has increased exponentially and the speed with which they are implemented in the vehicles has increased. Since its introduction, the brake system's ABS sensor has become an important source of information for a large number of the vehicle's other systems. ESP, adaptive cruise control, parking assistant, iTPMS to name a few. However, since the type of information that the various systems need differs from what the ABS sensor was originally created for, it has been necessary to develop new technology, which on several occasions has proven to cause problems for many workshops.

The challenges most often relate to ABS sensors with AMR (Anisotropic Magneto-Resistive) technology, which is the successor to the otherwise most commonly used Hall effect type. Contrary to the type of chip used in a Hall effect sensor, the chip for AMR type sensors is produced primarily by the company NXP in Malaysia.

Both types of sensors are in several cases to be found in the same models of vehicles where to the eye they do not differ. They can both be installed without any problems and have the same plug connection. In the effort to keep production costs down, the manufacturers have thus ultimately created a potential problem for the workshops. Asger Thybo Geertsen, CPO at Triscan a/s tells, "Unfortunately, we



have received many complaints about ABS sensors that relate to the use of the wrong type of ABS sensor. If you use a supplier who does not have both variants available, are not aware that there are two variants or order in good faith based on an incorrect cross number - then we have trouble".

A very common example of the above is certain model types of the Mercedes Sprinter and Volkswagen Crafter vans. Models supplied with parking assistant or adaptive cruise control use the AMR type, otherwise the Hall type must be used. Unfortunately, the challenges for the workshops do not stop here. The latest development within AMR technology has meant the development of a new type of chip, which can also give workshops a headache.

"The latest generation of AMR chips has been improved in several areas and is especially used in vehicles with an indirect tire pressure monitoring system - iTPMS.

We also exclusively use AMR chips produced by NXP".

Like the aforementioned example, it is not possible for the eye to see any difference between whether the sensor is a generation 1 or 2. The first generation of chips carries the technical designation KMI25 and the second generation KMI83. However, there are three factors in particular that are important to keep in mind:

1. Vehicles with adaptive cruise control, parking assistant or iTPMS use AMR technology
2. Only second-generation AMR chips are backwards compatible
3. Some testers misdiagnose AMR-type ABS sensors even though the vehicle is working fine and not self-diagnosing

When people in Triscan's product assembly and any required use of special tools is explained ■
 department become aware of conditions that are out of the ordinary and therefore





TIMING BELT CHANGE: EXTRA ATTENTION WITH FORD 1.0 ECO BOOST ENGINES

The widely used Ford 1.0 Eco Boost engine requires special attention in relation to changing the timing belt for several reasons. Read this article and learn more about the background and which precautions are important to know.

Replacing the toothed belt with this engine type is time-consuming and takes approx. 7 hours. Presumably for this reason, the list of recommended replacement parts and mandatory replacement parts from the Ford repair manual is very long. It includes i.a. bolts for the front chamber cover, crank bolt, bolts for the sump, gasket for the crank, flame washers and gaskets for nozzles and the fuel rail. But it also includes the installation of a friction disc (Ford OE 1870533). Here it is important to note that although not all engines from the factory are fitted with the friction disc, it **MUST** be fitted when changing the timing belt to ensure correct idler pulley torque.

In other words, a great many parts are needed to make a correct replacement - and the probability of suddenly missing a bolt or a gasket is very high.

For this reason, we now offer a mounting kit - # 8647 16025 - that contains all

the necessary bolts and gaskets that should be used with the 4 variants of the timing belt kit available in versions with or without water pump ■

NOTE:

- Even if a friction pulley is not fitted from the factory, a friction pulley **MUST ALWAYS** be fitted when replacing the timing belt to ensure that the idler pulley torque is correct. The friction disc comes with all of Triscan's timing belt sets for Ford 1.0 Eco Boost engines.
- **REMEMBER** to use special tools.

Triscan ref. 8647 16023 - Timing belt set 18,1 mm wide belt

Triscan ref. 8647 16022 - Timing belt set 16 mm wide belt

Triscan ref. 8647 160503 - Timing belt set with water pump 16 mm wide belt

Triscan ref. 8647 160504 - Timing belt set with water pump 18,1 mm wide belt

8647 16025
Complete accessory set that includes all necessary bolts and gaskets

FORD #8647 16025
1.0 ECOBOOST



A small car workshop in Bavaria - two men, two lifts



Hannes Weinzierl is originally trained as an engineer, but revived his father's garage

TRISYS: THE END OF THE DIGITAL PAPER ECONOMY

A small car workshop in Bavaria - two men, two lifts. It sounds like a peaceful life. And that's how it was intended when Hannes Weinzierl became self-employed in his father's former workshop. But the dream of the idyll almost burst - because of the administrative work.

It was the reverse of the medal, the disadvantage of being independent," says the 43-year-old Weinzierl, who founded "Weinzierl und Hoos GbR" together with Tobias Hoos (26) four years ago in the small town of Valley. The two entrepreneurs kept scans of the vehicle registration documents on the computer in a folder along with letters, job cards and important notes on the customers and their vehicles. Another folder contained orders and invoices from Wiesböck, their preferred spare parts wholesaler. "In recent years, we have continuously invested in 'hardware' and bought, for example, new lifts and a new tire mounting machine, but we have neglected the 'software'," laughs Hoos. Weinzierl agrees: "Running a workshop like that is both time-consuming and complex - and we were both tired of that."

That was not the intention at all It all started with good intentions: "I wanted to escape the stress of my previous job. That's why I revived my father's garage," says Weinzierl, who previously worked as an engineer. His colleague Hoos was a newly qualified mechanic at the time. Since the opening five years ago, the customer base has grown to a radius of around 15 kilometres. "We're a small business, so we have our hands full," says Weinzierl. However, as the number of customers grew, so did the paperwork or - as the bureaucrats would call it - the administrative burden.

This is where the workshop's spare parts wholesaler Wiesböck came to the rescue - with the workshop management system

Tobias Hoos suggested some small improvements that Triscan has implemented



use it extensively. "We can create a new customer very quickly and use the data directly for email marketing campaigns or service reminders," continues Weinzierl. "We use the system for customer management, invoicing and spare parts ordering. Vehicle data is transferred to the spare parts programme, the necessary spare parts are selected and then automatically transferred to the invoice programme. We make all offers in WieSys. Compared to before, our life in the office has become much easier." He doesn't even have to sit in the office anymore. WieSys works on all devices such as PCs, tablets or smartphones. Because it is a cloud-based solution, the hardware requirements are low.

Tobias Hoos suggested some small improvements that Triscan has implemented. For example, deleting a jobcard or adding a date to the cash book. "In addition, each user can change all parameters himself with a few mouse clicks. For example, if we need to change VAT. As far as I know, this system is unique in this form," says Hoos. For the future, the two entrepreneurs are already considering additional steps such as online booking of an appointment. "If we do it right, it can lighten our workday even more," of that Weinzierl is sure.

Triscan is working on further development TriSys was created on the basis of many discussions with dealers and workshops. At Triscan, the wishes of many countries have been brought together to take regional differences into account and create the "perfect solution". The goal is of course customer loyalty, but also clearly the intention to strengthen the competitiveness of spare parts wholesalers. But because not all workshops are the same, TriSys is module based: if the business areas change or expand, TriSys simply grows with it. For example, with a deck hotel or a rental service ■

WieSys. Behind the name WieSys is the TriSys system developed by Triscan, which has proven its worth in the Scandinavian countries over the past four years. Now the Danes also offer the system on the German market in cooperation with spare parts wholesalers.

"Denmark is a few steps further ahead in digitization than we are here in Germany," says Hoos enthusiastically. Together with the Danish software team at Brabrand, setting up the new programme was no problem at all. "Apart from small things that still had to be adjusted. In Denmark, for example, it is common practice to round

up to the nearest ten øre/pennies/cents, which the tax authorities in Germany do not tolerate," says Weinzierl. As one of the most important functions, the engineer describes the integration to ATEV's and Wiesböck's online catalogues, which are accessed directly from WieSys. "This integration option is offered by Triscan to all spare parts wholesalers that sell the system, which makes TriSys interesting for workshops throughout Germany," says Hoos.

Life in the office has become easier Weinzierl and Hoos have been working with WieSys since the fall of last year and





TRISYS: FOCUS ON OPTIMISATION AT BOSCH CAR SERVICE VIBORG

With 24 employees in the workshop and the same number of lifts, there is always a focus on optimising work processes at Bosch Car Service Viborg. The workshop is owned by Agilease A/S - a leasing company that makes attractive cars available to both private and business customers.

On a hot summer's day, foreman Lasse Kronborg and CFO Stefan Mørn Mikkelsen agreed to talk about the reasons for choosing and their experience with the implementation and operation of TRISYS as a workshop management system.



Agilease provides attractive cars for both private and business customers

Background for the choice of TRISYS
For both Lasse Kronborg and Stefan Mørn Mikkelsen, it was important to find a system that could be relatively easily customised to their business and requirements in the short and long term. "With TRISYS, we immediately realised that the system is developed by



Bosch Car Service Viborg has 24 lifts and all modern equipment available

professionals who understand our world. With all the options that the system offers in the standard package, we have been able to fulfil most of our wishes - and thus minimise the number of customisations. Leasing agreements often include service agreements and here we needed greater integration with the leasing part," says Stefan Mørn Mikkelsen. "I have read the documentation for all of the more than 300 small and large extensions or changes that have been made to the system since 2018 - and it clearly shows flexibility, dedication and a desire to constantly adapt to the needs of workshops," adds Lasse Kronborg.

The workshop
The workshop employs a total of 24 people - 15 mechanics, 4 sign-in clerks, 2 drivers and 3 sweepers. The workshop has 24 lifts, 35 rental cars and a tyre hotel. The customer mix is atypical, as



The four employees working in the enrolment department at Bosch Car Service Viborg have their own group calendar customised to their work tasks

the workshop's largest customer is its owner Agilease, which fills about 80% of the capacity.

The solution
TRISYS contains a number of standard and add-on modules. For Bosch Car Service Viborg, three add-on modules are in use - technical support, tyre hotel and soon on-line booking. In addition to Lasse Kronborg's access to the system, there are 4 PCs in the enrolment department, 8 PCs in the workshop and a tablet for break registration. ERP-wise, the system's integration to e-economic by VISMA is used. The system is cloud-based and hosted on Amazon servers with automatic backup.

Implementation
Transferring data to TRISYS is done via the system's data import module and is part of the delivery. "All the data we had requested to be transferred from our previous system was transferred when we started using the system. It's quite overwhelming with all the possibilities we have with the system - and since it's important to get everyone on board, we have chosen a step-by-step approach to implement the system. We started with the basics and then, when we were ready, we started using additional functions," says Lasse Kronborg.

Daily operations
The calendar, which is the centrepiece of TRISYS, gives Lasse Kronborg, enrolment and the workshop an overview of the day's and week's tasks.



At Bosch Car Service Viborg, the 8 PCs in the workshop are shared by 2 mechanics each

is visible in the calendar overview. This can be the number plate, car make and model, but also the information we have defined under extended information display - which in our case is tyre location and VIN. For example, we tag all tyre changes when we create the job card, so we can easily search all tyre changes for a day".

With the large number of employees and resources, it has been necessary to use the option of setting up group calendars to avoid having too much information in one overview. Thus, enrolment and the workshop each have their own calendar.

"We are very happy with the quick search function in the calendar. Here we can search for all information that



Bosch Car Service Viborg's tyre hotel has space for 1000 wheelsets and the workshop has tyre scanning equipment from HUNTER

1,000 sets of wheelsets at Bosch Car Service Viborg's tyre hotel are managed in the TRISYS tyre module. The workshop has a Hunter tyre scanning system installed, for which Lasse Kronborg wants to have an integration developed. In TRISYS, there is already an integration to the tyre scanning system from T-SCAN.

The rental module in TRISYS is used to manage the 35 rental cars that the workshop has at its disposal. Standards for rental contracts can be set up in the module. Information about the renter, including driver's licence number etc. can be transferred from the customer card if desired. The module can also be used for other types of hire, such as trailers, roof boxes and the like.

Quotes or job cards are quickly and easily created in the system. Bosch Car Service Viborg's Haynes Pro solution is fully integrated so that service schedules and information about working hours, required spare parts, etc. are directly transferred to TRISYS. "When things are moving fast, the function to be able to interrupt the preparation of a quotation or job card is really good - and thanks to the associated follow-up list, you don't forget them and can easily find them again".

In cases where a customer is connected to the workshop's pick-up/drop-off service, a job card will, in addition to the actual service or repair work, also include the task of picking up and returning the car to the customer.



In the Agilease showroom, you'll find many exciting vehicles

In the workshop, where a PC is set up for every two mechanics, punching in and out on a job card is done directly from the calendar. The individual mechanic is also responsible for ordering spare parts. At Bosch Car Service Viborg, the catalogues of four wholesalers are integrated into the solution, which provides great flexibility and makes it easy to always have the necessary parts.

In addition to the service schedules made available via the Haynes Pro integration, you can easily create your own. At Bosch Car Service Viborg, for example, there is a special service form for rental cars, a preparation and handover report.

Employee in/out registration has been simplified by using TRISYS - and a separate system for this is no longer necessary. Clocking in and out during breaks is also done in the system using a tablet set up for this purpose.

Payroll is based on the attendance report that Stefan Mørn Mikkelsen pulls out of the system at the end of the month. "In this way, I can easily obtain a large part of the information I need prior to payroll".

For Bosch Car Service Viborg/Agilease, high reliability is important. The cloud-based system is hosted on Amazon servers with automatic backup, where reliability is prioritised. "We have experienced a very fast but also reliable system, which we are of course very pleased with".

The next step
As previously mentioned, Bosch Car Service Viborg has chosen to take one

step at a time. Several of the next steps will be the introduction of standard functionality, but there are also projects in the pipeline that require customisation and development.

First up is the rollout of 2-way SMS, digital signature and online booking. With 2-way SMS, it's super easy to communicate with customers directly in TRISYS. With digital signature, the workshop ensures that the legal basis is in order to charge for the work performed. With online booking, the growing number of car owners who want to book service checks, tyre changes or promotional offers via the workshop's website will be able to do so. Before online booking becomes a reality, however, Lasse Kronborg must first define single and multi-job tasks and their prices in the system. Bookings via online booking can be defined and limited in many ways. As a starting point, only available times are made available. All online booking requests can be seen in the calendar as provisional and must be confirmed by the workshop before the customer receives a confirmation.

The list of requests that require customisation and development includes tyre scanner integration with Hunter, invoice workflow and integration with the Loucon lease calculation system.

In TRISYS, there is already integration for tyre scanning systems from T-SCAN - and as soon as the necessary documentation from HUNTER is available, this will also be an option in TRISYS.

The request for invoice workflow will also be realised, as this is a request from several

TRISYS customers. For Loucon, which is the leasing system that Agilease uses to prepare leasing calculations, offers and contracts, Agilease wants an integration of customer data into TRISYS.

TRISYS - for both large and small workshops

TRISYS can be used by all types of workshops - from sole traders to large workshops - and you can find more customer cases at trisys.dk. TRISYS is developed by Triscan Software Solutions - a subsidiary of Triscan a/s - and the system is offered to workshops by a number of wholesalers in Denmark, Iceland, Norway, Sweden and Germany under various names such as GPLAN, HDB System, WIESYS and others. For further information, please contact Peter Riis Hansen, Triscan Software Solutions at prh@triscansoftwareolutions.dk or +45 87 43 33 05 ■



THE STORY OF AGILEASE A/S

Agilease started in 2001 as KJ Biler & MC - focusing mainly on motorcycles and accessories. Since then, the focus has gradually changed, and today the focus is predominantly on car leasing, car hire and workshop operations. The company has since grown from a small niche business to a nationwide provider - fuelled by passion and professionalism.

Agilease is authorised by the Danish Financial Supervisory Authority and has been named a Gazelle company by Børsen in 2014, 2015, 2016, 2017, 2018, 2019, 2020 and 2021. The Gazelle award is given to companies that manage to create high growth and maintain a high solvency ratio.



NEW EMPLOYEES TO STRENGTHEN THE SALES AND PRODUCT DEPARTMENT

To strengthen and gear Triscan for continued growth in 2024, two new employees have been on boarded in the fourth quarter of 2023.



Bo Schönfeld - CSO
CEO Michael Juul Hansen, who has had overall sales responsibility since the summer of 2022, has now passed this on to Bo Schönfeld - thus freeing up time to focus on company strategic tasks. Bo, who has not previously worked in the auto spare parts business, is 47 years old and has been involved in sales for 25 years - of which 19 years in international B2B sales. In addition to an education in international trade from Niels Brocks Business College in Copenhagen, Bo has a diploma in business management and an MBA in management and psychology - both from the Business Institute in Aalborg ■



Bjørn Grøn Laursen - Catalogue Assistant
To strengthen the product department, we have employed Bjørn Grøn Laursen as a Catalogue Assistant. Bjørn is 34 years old and, after his high school graduation, he began studying at the school of Engineering - a study he however interrupted. Since then, Bjørn has worked as a warehouse employee and in the printing industry, until he completed an education as a warehouse and logistics operator at Aarhus Tech - with a student place at Triscan. After completion, Bjørn was offered permanent employment and has now been offered a position as trainee in the product department ■



ARE YOU SIGNED UP FOR THE TRISCAN INFORMATION SERVICE?

Here you can freely choose which of our information services you want to subscribe to - and read more about what they contain and how often they are published.



WIBOTEC AND TRISCAN UNDER THE SAME BRAND – AND ROOF

At the end of 2023, Wibotec A/S moved its domicile from Silkeborg to Aarhus - specifically to the buildings that house the Triscan headquarter in Brabrand. The decision to move was also the starting point for a rebranding process, which has now been implemented.

Back in 2021, Triscan acquired a third of the shares in Wibotec A/S after it became clear that the companies' DNA matched - and there was a great potential for synergy. The first two years of cooperation have reinforced the assumptions, shown clear results, and have therefore given rise to a desire for more.

"Cooperation in everyday life becomes even easier - and we get the opportunity to achieve even greater synergy when we get to live under the same roof", says Anders Sørensen, CEO Wibotec and continues: "We are of the conviction that our types of companies and our cooperation will be further strengthened when we move together".

"I agree and am convinced that by moving together, we can create even greater success and results", adds Michael Juul Hansen, CEO Triscan.

Wibotec's own developed products have previously been marketed by Wibotec under both the Wibotec and Cobra Tools brands. Triscan, on the other hand, has marketed parts of the program under the Triscan Windscreen Pro Tools brand.

Going forward - and in an ongoing process - CobraXpro will be the brand under which both Wibotec and Triscan market

Wibotec's own developed products. The product range will continue to be offered in private label brand to those wholesalers who wish to do so.

In addition to office and storage facilities, Wibotec will also have showroom/teaching premises at Triscan's address in Aarhus ■

COBRAXPRO®

– auto glass repair and replacement systems



EVEN SMARTER COBRAXPRO STONE CHIP REPAIR KIT

In several areas, two of the CobraXpro stone chip repair kits have been updated. They still differ in speed, simplicity, repair quality and mobility, but have now become even more user-friendly.

The two sets covered by the change are the K4200C and K4200H. Probably the biggest change accommodates the use of the kits, whether in the workshop or out in the field. The portion of the kits that contains all the necessary tools and consumables to perform stone chip repair is now housed in an insert that can be easily lifted out of the repair kits' plastic case and placed on the vehicle's windshield or

hood. That way, you have everything close at hand - and the suction cups mounted on the underside of the insert ensure that the insert maintains its position on the windscreen or bonnet.

The rock chipping drill has been replaced with a version that charges via micro USB in the style of the included 3-in-1 repair bridge. There is thus no longer a need for the special charger and battery

that the previous version of the drilling machine used.

The resin pipettes featured in the previous newsletter are now included in the kits. Anyone who has tried their hand at stone chip repair knows the many challenges of using a syringe and needle to dose resin. As the only ones on the market, we can now offer our brand new solution, which solves these problems.

With our resin pipettes, all challenges associated with:

- Correct dosage
- Cleaning the needle
- Cleaning the syringe
- Disposal of needle and syringe due to late cleaning

Top left: K4200C Stone chip and crack repair kit

Top right: K4200H Stone chip repair kit



Resin pipette rack 10 pcs. - K4202-2

When using a needle and syringe, an overdose often occurs according to the motto: Better too much than too little. It is unnecessary, costs money and entails extra cleaning. With resin pipettes, correct dosing is ensured every time - and you avoid having to clean the needle and syringe after use.

All too often it also happens that the cleaning of the needle and syringe is forgotten or postponed until the end. The resin hardens when exposed to UV light. That is that the curing process is initiated as soon as the resin is exposed to daylight. On days with a high UV index, you therefore do not have very long to clean the needle and syringe. When it is not done in time, it is too late and the needle and syringe must be discarded.

The resin pipettes are supplied as a practical set of 10, rack, where the pipettes are "broken off" individually, emptied into the used repair bridge's injector and then thrown away. Plain and simple ■



Drill including charging cable - K4221-1



NOW EVERYONE CAN GET STARTED WITH PROFESSIONAL STONE CHIP REPAIR FOR VERY LITTLE MONEY

Our range of professional stone chip repair equipment has been expanded with a starter kit at an incredibly sharp price. The kit is intended for workshops that do not have experience with stone chip repair, want to keep the initial investment down and lack answers to the following questions: Is stone chip repair a lucrative business area? Is it difficult to repair stone chips?

The kit, which bears the part number K4200G, is a less advanced kit than the big brothers K4200C, K4200D, K4200E and K4200M - and is particularly distinguished by the included repair bridge. The starter kit includes our so-called 2-in-1 repair bridge instead of the more advanced 3-in-1 version.

The 2-in-1 bridge has no heating/cooling function for removing water/moisture in the stone layer. Instead, we have to resort to other approaches where necessary. In addition, instead of 30 seconds, the 2-in-1 bridge's LED light uses 60 seconds to harden the resin and pit filler needed for the stone layer repair.

On the other hand, the same ground-breaking technology is used for stone

chip repair as for the large sets, which set completely new standards in terms of simplicity, speed and success rate ■





AUTO GLASS REPAIR AND REPLACEMENT WORK CAN BE DONE BY ANY AUTO REPAIR SHOP

An ever-increasing number of auto repair shops offer chip repair and window replacement to customers instead of passing them on. It's good customer service, a craft that auto mechanics can easily learn - and an upsell opportunity with good earnings.

Many workshop owners are looking for additional sales opportunities that can contribute to maintaining a stable turnover and bottom line. Here, glass work is an obvious option. Instead of sending the customers into the arms of the glass specialists or inviting some of the specialist companies in glass work into a corner of the workshop, the workshop can do the work itself - and get the profit that comes with it. Why send work out of the house, which you can do yourself - and which the customers also value as good service?

Get off to a fast start by offering stone chip repair

Previously, it was difficult to carry out chip repairs, it was expensive to get started and the repair process was time consuming. Today, there are repair kits at acquisition prices where everyone can participate. The repair process is



With training and practice, it is also a relatively easy process to perform window replacement with a very good profit and additional upsell opportunities

Auto glass work is not seasonal and can therefore provide a stable turnover throughout the year. For that reason, you should consider whether auto glass repair could be an area that can strengthen your business.

Remember to draw attention to your new business area

If you have the skills to do chip repair and window replacement at your workshop, don't hesitate to tell your customers about it. Most customers probably don't expect their auto repair shop to perform auto glass repair and replacement. They are typically given the contact information for an auto glass glazing company with which the insurance has an agreement when they report a claim. It will therefore always be a good idea to draw attention to this service. Be it via signage on the facade, in the customer reception or at the workshop - and why not also take the opportunity to draw attention to it on the customer's invoice, in emails and on your website etc. ■

much easier, and the repair time greatly reduced. Once you have carried out a stone chip repair a few times, the job only takes about five minutes.

The potential is great, because in most cases you will be able to find stone chips on at least 3 out of 10 cars that visit a workshop. At the workshop, you simply add a check for stone chips as a regular routine in connection with carrying out service inspections, wheel changes and repairs.

customer that the wiper blades have most often been damaged by gliding across chips or cracks in the windscreen. In rainy weather, this is clearly seen by the wiper blades drawing streaks across the windscreen.

Expand with window replacement when you're ready for more

Also within window replacement, new systems and materials have made it less resource-intensive and less complicated to replace windscreens. Cutting can easily be done by just one person - and auxiliary systems for window handling and lifting can also be operated by just one person. The latest window glue does not require the use of extraction, which also helps to make the work much easier. With training and practice, it is also a relatively easy process to perform window replacement with a very good profit and additional upsell opportunities.

Upselling is good service

The choice of a workshop is clearly a matter of trust - and with good and professional advice, you can therefore easily offer the customer to carry out glass work. For most customers, it will simply add an extra layer to the already good workshop experience. For both stone chip repair and windscreen replacement, you can easily explain to the

Watch our video guides at **cobraxpro.com**



PROGRAMME IN TRISCAN BRAKE CALIPERS WITHOUT DEPOSIT

At the request of many of our customers we back in 2023 introduced a programme of over 300 references in Triscan brake calipers without deposit. After a fantastic start and positive market response, we have expanded the programme to more than 1200 references targeting the older and high-frequency part of the fleet. The calipers are all manufactured in OE quality, and should allow wholesalers and workshops to offer an alternative to the more expensive premium brands when it is in demand.

Following the same model as our Triscan shock absorber programme, in 2023 we introduced a programme of brake calipers - including several electric brake calipers. Just as we continue to offer Monroe shock absorbers for shock absorbers, we also

continue to offer Budweg brake calipers for brake calipers.

Brake calipers are a safety component and, among other things, have a major impact on a vehicle's braking distance. It is therefore also very important that

brake calipers work as intended. The replacement of brake calipers - especially for owners of older cars - can be quite a costly affair if the workshop chooses to offer brake calipers from premium brands.

With our new range of Triscan brake calipers - which are targeted at the popular models in the older part of the fleet - the workshops will have the opportunity to offer an alternative to the expensive premium brands. And this, mind you, without compromising on quality. Our production of brake calipers is subject to the automotive industry's strict quality standard IATF 16949 - and are all functionally tested as part of the final inspection before they leave the factory. We have invested in two complete test lines in connection with the selection of the right manufacturers, one of which will eventually be moved to our in-house test center in Denmark ■



*Triscan ref. 817529239 (electric)
Audi A3/Q2/TT, Seat Ateca/Leon, Skoda Karoq, VW Golf/Jetta/T-Roc/Taos/Touran*



*Triscan ref. 817529202 (VAG)
Among others Audi A3, Seat Altea/Leon, Skoda Octavia, VW Beetle/Golf/Schrocco*



FOCUS ON SUSTAINABILITY AND SUSTAINABILITY REPORTING (ESG)

With the help of three Green Change Agents from "The Green Academy", Triscan has received professional back-and-forth, knowledge and inspiration for further work with sustainability and sustainability reporting. In the process, work has been done with Triscan's CO2 and energy accounting, potential for circular business models and resource optimization.

Until recently, it has been more or less voluntary for companies to report other than financial key figures, such as a CSR report (CSR: Corporate Social Responsibility - i.e. how a company shows responsibility in relation to the surrounding society).

From 2024, it is legally binding for all large companies to report their ESG figures (ESG: Environmental, Social and Governance - i.e. conditions in a company that relate to environmental, social and management aspects). For medium-sized companies, including Triscan, the statutory ESG reporting applies from 2026, which thus covers the financial year 2025.

"At Triscan, we are already starting to prepare for the task. We are working towards being able to prepare an ESG report for 2024 - and this is precisely where the work with the Green Change

Agents will play an important role. The effort results in a mini-ESG report with an action plan" - Morten Hallum, Logistic & IT Director, Triscan.

Marie Markman, Amalie Blæsild Johansen and Bonnie Lee Bogers are the three Green Change Agents who have recently been busy with the preparation of Triscan's mini-ESG report and action plan.

"The Green Academy" is a company-oriented offer from Aarhus Municipality's climate plan, which provides companies with help, knowledge and sparring for their sustainable development. The Green Change Agents all have an academic background and have

gone through a training course supported by Erhvervsakademi Aarhus (Business Academy Aarhus) and professionals with the latest knowledge in the field, so they are ready to solve the task ■



Morten Hallum, Triscan a/s

Top photo: from left Marie Markman, Bonnie Lee Bogers and Amalie Blæsild Johansen



FOCUS ON REUSE AND RECYCLING OF WOODEN PALLETS

Through a targeted effort - and by e.g. to use myPallet's digital packaging management - we have not only succeeded in being far more sustainable, but also in saving money. In other words, there have only been benefits associated with our efforts.

At Triscan, we have a large consumption of both Euro pallets and disposable pallets. A great many of our disposable pallets go to our warehouse as part of the deliveries we receive from our manufacturers. The disposable pallets do not always follow the standard dimensions of the Europallet, are not always made of wood and can therefore be difficult to recycle.

We have therefore, where possible, asked those of our suppliers who supply disposable pallets in not standardised dimensions and/or materials to change this. We have thereby achieved the ability to reuse a much larger number of disposable pallets in our shipment. At the same

time, we have reduced our purchases of disposable pallets. Disposable pallets in obsolete sizes and materials are sold via myPallet to buyers who specifically demand this type of disposable pallets. Instead of being scrapped as recycled wood, they are used as pallets elsewhere.

Pallets that are so damaged that they can no longer be used are discarded and disposed of as recycled wood in a special container for this very purpose ■

myPALLET

Read more about myPALLET and their services at mypallet.io



AVOID ENGINE BREAKDOWN: PSA 1.2 PURETECH VTI/THP ENGINES

Like certain other engine models where the timing belt runs in oil, the widely used 1.2 PureTech vTi/THP engine causes problems for garages and car owners.

A timing belt that is too fragile from the start, combined with

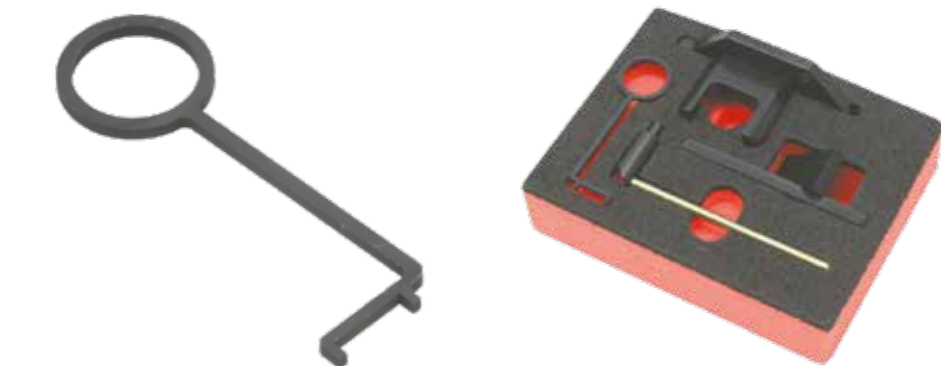
- ingress of fuel into engine oil via the injectors
- use of variable quality engine oil
- non-compliance with service intervals

The solution is quite simple. PSA has developed a timing belt checking tool gauge – G-0109-6 – with which you can quickly and efficiently check the condition of the timing belt via the oil filling hole. The timing belt control tool is also part of AST tool kit – AST5255 – to be used when replacing the timing belt.

In Triscan's timing belt set, both the timing belt and the included belt tensioner are of the latest type ■

has led to many engine breakdowns.

PSA is aware of the problem and has subsequently developed a timing belt that is much more resistant to fuel and engine oil. The originally recommended timing belt change interval, which was 240,000 km, was therefore changed to 70,000 km. Only with the use of the improved timing belt and compliance with the otherwise prescribed service intervals will the original service interval of 240,000 km apply again. But how do you as a workshop find out whether a customer's car is at risk of engine failure – i.e. still running with the old type of belt and/or perhaps already heavily damaged by engine oil or fuel?



PSA tool G-0109-6

AST tool kit – AST5255

	ORIGINAL OE NO.	NEW OE NO.	TRISCAN REF.
Timing belt	1608887580	1654516080	8647 10098
Belt tensioner	1623068180	9835032380	8647 10098

IMPORTANT: If rubber residues are found in the oil strainer during an oil change, the oil pump may be damaged by a lack of oil supply causing cavitation and should be replaced, and the VVT solenoids should be checked and replaced if necessary. Also check the banjo bolt for the oil supply hose on models with a turbocharger.

CAR MODELS USING 1.2 PURETECH VTI / THP ENGINE

CITROËN

1.2 GDI PureTech	Berlingo IV	C3 Aircross
C3 IV	C4 Cactus	C4 III
C4 Space Tourer	C4 Grand Space Tourer	C5 Aircross

PEUGEOT

1.2 GDI PureTech	2008	208
3008	308	5008
508	Partner IV	Rifter

VAUXHALL/OPEL

1.2 Turbo	Combo-E (X19)(18-)	Combo-E Life (X19)(18-)
Crossland X (P17)(17-)	Grandland X (A18)(17-)	



The timing belt checking tool gauge is guided down towards the timing belt through the oil filling hole



As long as the width of the timing belt does not exceed the width of the timing belt checking tool gauge, the timing belt condition is OK





ELVIRA LEFT EVERYTHING BEHIND IN UKRAINE AND GOT A JOB AT TRISCAN

Born and raised in Kharkiv in northeastern Ukraine, 36-year-old Elvira Batii feared so much for her family's safety that she eventually left her business, relatives, and friends behind and fled to Denmark. It is now more than 2 years ago and you can read her story here.

The city of Kharkiv, located just 25 km from the Russian border, is Ukraine's second largest city with almost 1.5 million citizens. Kharkiv is the main city of Kharkiv oblast (region) and one of the regions that is part of the active war zone. Elvira was born and raised in Kharkiv with her mother, father and two sisters. She lost her mother many years ago and her father still lives in Kharkiv. Both of her sisters have also fled – one with her family to Germany and the other, who fled to Finland with her son, is back in Kharkiv.

Elvira, her husband, and son lived in an apartment and as a self-employed person she ran her own business selling door locks, door handles and key service. Today the shop is locked up and Elvira, who still owns the shop, has continuously paid all costs in this connection since the escape.

Football EC in 2012 was to prove to be of great importance

During the football EC in 2012 where, among other things, Ukraine hosted the final rounds, Elvira met a Danish family. She then kept in touch with the family, which was to prove to be of great importance. Relatively shortly after the start of the war, Elvira received an email from her family, which encouraged her to flee to Denmark. The invitation also included an offer to stay with the family. Elvira thought long and hard about the offer and as the war progressed, she reached a point where she feared so much for her son's safety that she agreed with her husband that she should leave with her son.

Quick to work

Elvira's Danish contact and now host family should once again prove to be of great help in connection with the job search. After

contacting an acquaintance at Aarhus Municipality, two days later Elvira received an invitation to a job interview with Søren Kaare Nielsen, warehouse manager at Triscan. The conversation went so well that in March 2022 Elvira was offered a job in logistics. After receiving her temporary residence and work permit, Elvira was able to start at Triscan the following month.

Reunited with her husband

Half a year after Elvira and her then 12-year-old son came to Denmark, the man followed - and they have since moved into their own apartment. Elvira's husband, who for health reasons is not declared fit to be a soldier, had until his arrival in Denmark partly driven evacuated Ukrainians out of the war-torn areas and partly driven with emergency supplies. Also, one of Elvira's friends from Kharkiv has since come to Denmark with her family. Elvira's husband



Kharkiv is located just 25 km from the Russian border and is Ukraine's second largest city with almost 1.5 million citizens. Kharkiv is the main city of Kharkiv oblast (region) and one of the regions that is part of the active war zone

Wishes for the future

What the future holds can be difficult to predict, but if it is up to Elvira and her family, they would really like to stay in Denmark. "We want to stay in Denmark, and I really want to continue working here at Triscan, but now we have to see if we can get our residence and work permit extended". Elvira is not the only Ukrainian employee we have employed in logistics. So is Anzhelika Nazarovai and Sofiiia Taranenko is employed in our facility services, who helps with daily cleaning and assists in the canteen

has also started working as a driver for the Salling Group Bakery in Brabrand.

Life in Denmark

Elvira is very happy to have come to Denmark. "I am so happy to work here at Triscan and my life in Denmark. I am treated so well and have only nice colleagues. I

simply love the culture that prevails here at Triscan". Elvira's now 13-year-old son attends a special integration class with other Ukrainian children and is doing so well that he will probably be ready to start a regular Danish primary school class in 3 months' time. "In Denmark, all citizens are taken care of - and I really like that".



The municipal court building on Freedom Square in Kharkiv - the city where Elvira was born and raised



NEWS IN DRIVE SHAFTS FOR EV VEHICLES

We have expanded the drive shaft programme considerably and have now more than 900 references in stock. The most recently added references also include drive shafts for VW ID.3 and CUPRA Born.

The latest additions cover the BMW i3, Hyundai Ioniq, Kia Niro, Nissan Leaf, Renault Zoe, ID.3 and Cupra Born. In the case of the Nissan Leaf, it is worth noting that a distinction is made between Japanese and English produced vehicles.

See the list of new references and which cars they fit here...

TRISCAN REF.	MODEL
854043507	HYUNDAI IONIQ, KIA NIRO
854043508	HYUNDAI IONIQ, KIA NIRO
854043509	HYUNDAI IONIQ
854043510	HYUNDAI IONIQ
854011577	BMW I3
854011578	BMW I3
854014571	NISSAN LEAF 2010*
854014572	NISSAN LEAF 2010*
854014573	NISSAN LEAF 2010*
854014574	NISSAN LEAF 2010*
854025700	RENAULT ZOE
854025701	RENAULT ZOE
8540295062	VW ID.3, CUPRA BORN
8540295063	VW ID.3, CUPRA BORN

* For vehicles manufactured in Japan

At Triscan you will find a large selection of parts that belong around the drive shafts - including:

- C.V. Joints
- Boots (vehicle specific and universal)
- Clamps for drive shaft boots
- Tools for drive boots and clamps mounting



Triscan ref. 8540 14572 - Nissan Leaf ZEO produced in Japan



Triscan ref. 8540 25700 - Renault ZOE BFM



Triscan ref. 8540 43510 - Hyundai Ioniq AE



Triscan ref. 8540295063 - VW ID3 and CUPRA Born

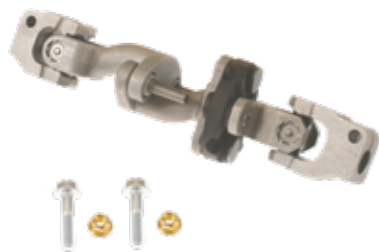


HAVE YOU EXPERIENCED THAT IT CAN BE DIFFICULT TO GET THE STEERING CLUTCH FOR A BMW 3 SERIES (E30)?

As we know, a steering clutch does not last forever. If you are the lucky owner of one of the now coveted models from the BMW 3 Series (E30), it is almost impossible to get a new one - and you must therefore rely on finding it used from a car breaker or a private seller.

The steering clutch was discontinued from BMW's spare parts programme many years ago - and no other supplier lets it produce anymore. But Triscan is the only one! Then you know - and therefore no longer have to reject requests.

NOTE: The steering clutch is intended for vehicles WITHOUT an airbag. This steering clutch is 6.7 mm longer (in total length) compared to the steering clutch for vehicles WITH airbag. Coupling type: Rubber clutch ■



MAKE	MODEL	TYPE
BMW	30 (E30)	315
BMW	30 (E30)	316
BMW	30 (E30)	316 (Ecotronic)
BMW	30 (E30)	316 i
BMW	30 (E30)	318 i
BMW	30 (E30)	318 is
BMW	30 (E30)	320 i
BMW	30 (E30)	320 is
BMW	30 (E30)	323 i
BMW	30 (E30)	324 d
BMW	30 (E30)	324 td
BMW	30 (E30)	325 e 2.7
BMW	30 (E30)	325 i
BMW	30 (E30)	325 i X
BMW	30 (E30) Cabriolet	316 i Baur TC
BMW	30 (E30) Cabriolet	318 Baur TC
BMW	30 (E30) Cabriolet	318 i Baur TC



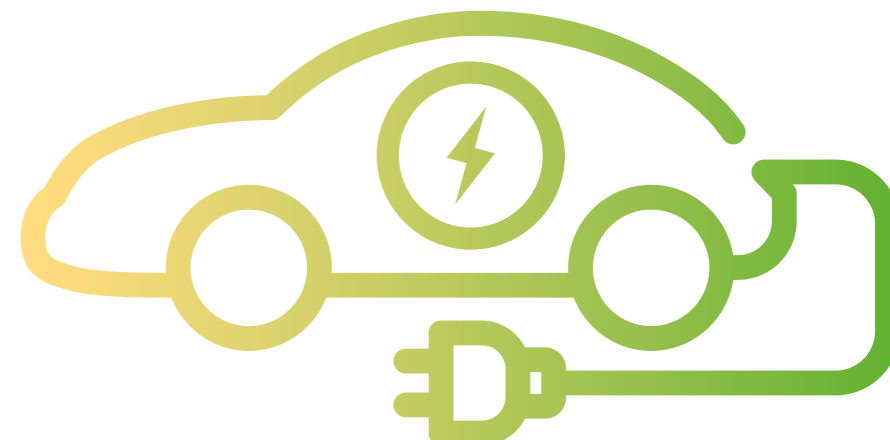
CAN A SUPPLIER OF SPARE PARTS FOR EV VEHICLES AFFORD NOT TO HAVE A CHARGING POINT?

I suppose you can! Nevertheless, we have chosen to install two charging stations in one of our two parking spaces for guests and employees in Brabrand.

Therefore, do not despair if you as the owner of an electric car have an agreement with us and can see that the range does not quite live up to expectations. With our two charging stations, a total of four cars can be charged simultaneously - and we can therefore also help you. Now you know ■

WILL THERE BE MORE?

Everything is prepared and more charging stations can easily be set up on demand.



TRISCAN ENSURES FAST DELIVERY OF THE RIGHT PARTS

When buying spare parts from Triscan, you do not only receive a product of high and uniform quality, but also a complete item with all the necessary parts in user-friendly packaging with mounting tips, reference numbers, list of application etc.



Products of
OE quality

Complete delivery
with all the
necessary parts

Delivery of spare
parts for even the
latest car models

TRISCAN'S WIDE PRODUCT PROGRAMME

All Triscan's products are manufactured in OE quality. Our product programme covers more than 97% of the European car parc. If you choose a product group from Triscan, you can do with just one supplier.

ENGINE

- Accelerator cables
- Air flow meters
- Camshaft position sensors
- Choke cables
- Crankshaft position sensors
- EGR valves
- Engine gaskets
 - Add-on kits
 - Cylinder head gaskets
 - Gasket kits
 - Grinding kit
 - Grinding kits w/o cyl. head gasket
 - Oil-pan gaskets
 - Valve cover gaskets
- Engine parts
 - Lifters
 - Top bolts
- Exhaust
 - Connectors
 - EGT-sensors
 - Flexible connectors
- Filters
- Fuel hoses
- Ignition coils
- Ignition wire sets
- MAP sensors
- Micro-V belts, kits
 - Alternator pulleys
 - Belt tensioner units
 - Idlers
 - Micro-V belts
 - Pulleys
 - Stretch fit V-belts
 - V-belts
 - Vibration dampers
- Oil plugs & gaskets
- Oxygen sensors
- Pressure converters
- Spark plug
- Speedometer cables
- Timing belt kits
 - Belt tensioners
 - Idlers
 - Micro-V belts
 - Oil seals
 - Timing belts
 - Vibration dampers
- Timing belts, Water pump kits
- Timing chain kits
- Throttle bodies
- Vacuum hoses

TRANSMISSION

- Anti-friction spray
- Bolt kits, flywheels
- Boot kits
- Clutches/clutch kits
 - Clutch cylinders
 - Clutch release bearings
 - Guide bearings
 - Guide bushings, clutch bearings
 - Hydraulic release bearings
 - Oil seals
- Clutch cables
- Clutches, various
- C.V. joints
- Drive shafts
- Gear shift cables
- Oetiker clamps
- Tools
- Universal clamps

BODY

- Autoglass removal
- Bonnet cables
- Gas springs/electric gas springs
- Parking sensors
- Wind screen chip repair

COOLING SYSTEM

- ALU-flex duct hoses
- EGR coolers
- EGR pipes
- Flushing tools - cooling system
- Heater hoses
- Radiator caps
- Radiator hoses
- Thermostats
- Waterpumps
- Water temperature sensors

STEERING & SUSPENSION

- Air suspension
- Boots
- Bushings
- Coil springs
- Leaf springs
- Power steering pumps
- Rack and pinions
- Shock absorbers
 - Mounting kits
 - Protection kits
- Stabilizer rods
- Stanchions
- Standard bearings
- Steering dampers
- Steering parts
- Strut bearing kits
- Strut bearings
- U-bolts
- Wheel bearing kits
- Wheel hubs

BRAKE SYSTEM

- Accessory kits
- ABS-rings
- ABS sensors
- Bleed screws
- Brake cables
- Brake calipers
 - Guide tube kits, brake calipers
 - Pistons
 - Rep. kits
- Brake discs
- Splash shield
- Brake drums
- Brake hoses
 - Banjo bolts
 - Clips for brake hoses
- Brake pads
- Brake pipes
 - Idlers
- Brake shoes
- Pressure regulators
- Wear indicators
- Wheel cylinders

MISCELLANEOUS

- Ear clamps
- Flashers
- Hose clamps
- Standard bearings
- Trailer cables

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