

# SAFETY #4

# FIRST +

REPORTS AND STORIES OF EMERGENCY SERVICES.

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# SAFETY FIRST+



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# IMPRESSUM

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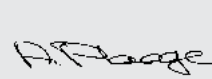
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# EDITORIAL

If we have learnt one thing from the occurrences of the last two years, it is that nothing is as foreseeable as we would perhaps like it to be. We have also learnt that we can use our experiences and skills to react flexibly and appropriately to changes. This knowledge provides security to businesses and society alike. Adaptability manifests itself in many ways: For us as a company, it is a new company location, for the test customers of our E-ambulance it is openness towards new technologies and for vet Jeanette Klemmt, it is working in a mobile veterinary practice, right where it is needed. These and other stories in this edition give us a positive outlook for the future.

  
 Roland Müller

  
 Andreas Plöger

  
 Dr. Patrick Kresse





# THE WAS 500 E-AMBULANCE UNDER REVIEW.

Climate protection is gaining pace: More and more cities in Germany and Europe are implementing concrete measures to achieve their climate goals. In most cases, one of the key elements involves reducing the number of diesel-powered vehicles in inner-city traffic. In line with this realisation, we presented the first zero-emission ambulance in the 5.5 t class as long as four years ago. As expected, the interest was great, but there were also reservations about the new technology. Therefore, it was important for us to identify strengths and weaknesses and to raise confidence in the technology of which we ourselves were already convinced.

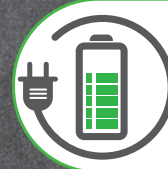
It was clear from the beginning that in such a safety- and quality-conscious industry as rescue, hands-on experience is of

the utmost importance. Because of this, we sent a prototype of the E-ambulance on a practical tour through Germany and Europe. The E-ambulance with its box body structure was tested under real-life conditions by rescue organisations and emergency services in various cities. We have continuously evaluated the feedback from various WAS customers. Time to take stock!

## **BONUS POINTS FOR THE FIRST IMPRESSION.**

It usually takes several weeks for the emergency services to test the E-ambulance as an emergency vehicle within the regular rescue service. For this purpose, we not only provide the vehicle, but initially also WAS staff who give technical briefings.





**TESTED  
AND  
APPROVED**

**Short charging times**

**Battery capacity 87 kWh**

**Max. total  
weight 5.5 t**

**Non-flammable  
battery technology**

**Range 200 km**

# ANCE

## EXPERIENCES FROM PRACTICAL USE.

In this way, operating errors are ruled out and the initial scepticism about the technology gives way to a noticeable enthusiasm among many users relatively quickly: the quiet and dynamic driving experience with powerful acceleration is truly impressive, as is the good grip on the road. This is due to the low centre of gravity, which we achieve by installing the batteries at the height of the chassis. According to Christian Lang from the fire brigade department of the city of Hanover, these characteristics are especially beneficial in urban areas: "The advantages of electric ambulances over those with internal combustion engines are particularly evident in urgent journeys with special rights of way in inner-city traffic. However, the advantages of electric drives are also evident due to the signifi-

cantly reduced vibrations on the vehicle, the lower driving noise and the absence of exhaust emissions – especially in the company's own vehicle halls."

**BASICALLY, THEREFORE, FIRST IMPRESSIONS ARE  
ALREADY POSITIVE. DOES THIS HOLD UP OVER THE  
ENTIRE TEST PERIOD?**





# EXCELLENT BATTERY,

The WAS 500 E-ambulance was also tested by the Hanover fire brigade for several weeks.

# CHARGING INFRASTRUCTURE NEEDS EXPANSION.



**Jörg Baumann**  
M.Sc., B.Eng.  
Technical Procurement  
Hamburg Fire Brigade



**Joachim Fässler**  
Managing Director Rescue  
Service District Stuttgart  
and Head of Rescue Service  
Malteser Hilfsdienst e. V.



**Christian Lang**  
Vehicle Procurement / Project  
Management E-Mobility  
Fire Department of the City  
of Hanover



**Michael Wucherer**  
Rescue Service Manager  
and Authorised Signatory  
DRK Rescue Service Ess-  
lingen-Nürtingen gGmbH

“At the beginning, the employees were concerned about whether the battery charge would really be sufficient, but especially in urban areas, where short distances are the norm, the range of 200 kilometres is completely sufficient. The E-ambulance was deployed for 12-hour shifts, and charging facilities were unfortunately only available at the station. Nevertheless, the battery was still half-charged at the end of the shift,” says Joachim Fässler, Managing Director of the Stuttgart Rescue Service District and Head of Rescue Services at the Malta Relief Association (Malteser Hilfsdienst e.V.), giving a summary of the experience and at the same time identifying potential for improvement. His opinion is being shared by others. Jörg Baumann, responsible for technical procurement at the Hamburg fire brigade, also points out that “for the rescue services sector, there must be a corresponding charging infrastructure, not only at the stations, but also at hospitals or other facilities, for example.” The pure battery performance of the vehicle has thus already proven to be reliable, but the charging infrastructure should still be improved by the competent authorities.



## TEST RESULTS

### Test clients / locations:

20 in the period between August 2020 and March 2022

### Kilometres covered:

20,784

### Days of operation:

229

### Missions:

1,235

### Time out of service due to problems with the drive system:

0 ✓

## FACTS AND FIGURES ON THE WAS E-AMBULANCE:



TESTED  
AND  
APPROVED

- + Permissible total weight 5.5 t
- + High performance: 147 kW drive, torque of 1150 Nm  
Maximum speed of 120 km/h and high acceleration values
- + Long range: the E-ambulance can cover around 200 km under real-life conditions with one battery charge
- + Short charging times: 3.5 hours in 22-kW or even only 1.5 hours in 50-kW mode
- + High safety level: self-locking, non-flammable battery technology
- + Highest efficiency: the intelligent battery management monitors, regulates and protects the power supply of the entire vehicle
- + E-status at a glance: Cockpit display shows remaining range, charging status, energy consumption and vehicle status information
- + Sustainability is promoted
- + Customised interior equipment
- + Low operating costs



### A REALISTIC FUTURE FOR THE RESCUE SERVICE?

For the future, all those involved in the practical test can imagine more E-mobility in the emergency services. This is also the case where, at the beginning of the test phase, a normal ambulance was even planned as a backup to stand in if the E-ambulance were to break down. "After only a few missions, the colleagues have already gained the necessary confidence in E-mobility and went out in the E-ambulance with a good feeling," says Michael Wucherer, head of the rescue service DRK Esslingen-Nürtingen, summarising the development. All in all, Jörg Baumann sees E-mobility not only as a "necessity for maintaining individual transport, but also as an opportunity for the rescue service sector. The WAS E-ambulance is particularly interesting because it is feasible to achieve an economic ratio between the weight of the drive including the battery and the payload."

### IMPETUS FOR THE SERIES.

The feedback from the test phases not only shows that we are generally on the right track when it comes to E-mobility in the emergency services, but also gives us important impetus for developing it into a standard production vehicle.

In addition to the driving characteristics and the range, there are two other points which are always in need of discussion. The first point is the allegedly increased fire risk of the batteries. We have already been able to dispel these concerns, as we use fire-retardant technology in the form of LFP (lithium iron phosphate) batteries. The second point involves concerns about the use of rare metals, namely nickel and cobalt, which are mined in an environmentally harmful way. **Our reply: WAS batteries do not contain these metals. +**

### OUR CONCLUSION:

AS SOON AS THE EXISTING INFRASTRUCTURE IS SUITABLY UPGRADED, NOTHING ELSE STANDS IN THE WAY OF THE USE OF E-AMBULANCES IN URBAN AREAS.

[www.was-vehicles.com/en/innovation](http://www.was-vehicles.com/en/innovation)



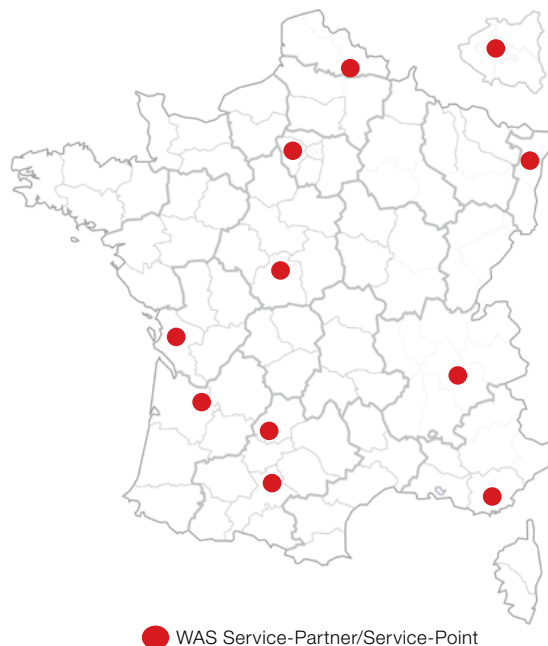
A man with short dark hair, wearing a dark grey suit jacket over a white button-down shirt, is sitting on a medical stretcher. He is smiling and looking towards the camera. The stretcher has orange padding and various medical controls. In the background, there are other medical equipment and a red and white striped safety barrier. The overall setting appears to be a hospital or a medical facility.

# WAS IN FRANCE.

AN INTERVIEW WITH LEOPOLD EKEDI.

*DIRECTEUR OPERATIONNEL FRANCE*

**ALTHOUGH WE ARE HEADQUARTERED IN GERMANY, OUR CUSTOMERS IN EUROPE AND THE REST OF THE WORLD ALSO FIND A RELIABLE NETWORK OF QUALIFIED WAS CONTACT PERSONS IN THEIR LOCAL AREA. WE HAVE BEEN OPERATING IN FRANCE SINCE 2005 AND LEOPOLD EKEDI HAS COORDINATED THE FRENCH WAS TEAM SINCE NOVEMBER 2020.**



Leopold already proved that he was good at networking before he even started working directly for WAS. We got to know him as a self-employed entrepreneur who helped a client from Africa find a suitable partner for ambulance construction. After the successful mediation and the handover of the resulting vehicles in Togo, we were sure: WAS and Leopold Ekedi were a good match! His wealth of experience in the automotive sector from eleven years at Daimler Buses and four years as Head of After Sales at Volvo Buses France certainly made it easier for him to get started, although he still had a lot of new things to learn in the field of ambulance and special vehicle construction. This was obviously no problem for Leopold Ekedi: in the two years he has been working for us in France, he has got several things moving with great commitment and his pleasantly obliging manner. We arranged to have a video call with him to talk about his work and his future plans for WAS in France.

#### **What is special for you about working for WAS in France?**

For me, it's definitely the people I meet in my job. One thing that impresses me is how structured the fire brigades are, and it is interesting to get to know the varied perspectives of the different departments of the hospitals. We learn from and with each other through our interactions. I find the staff of the emergency services and hospitals to be down-to-earth and open – a good prerequisite for cooperation.

#### **How is WAS organised in France?**

In addition to the WAS back office for France, there is a network of proven partners distributed throughout the country. This enables us to guarantee service according to the high worldwide WAS standard. Our service partners employ WAS-certified technicians and have access to a WAS spare parts warehouse. This means that repairs and maintenance tasks can be carried out promptly and safely. Naturally, I spend a lot of time in France. Even though our network is well developed, it is always very important to me, especially at the beginning, to make appointments with customers together with our service partners.

#### **Which WAS vehicles are in use in France?**

On the one hand, there are of course the box ambulances for the fire brigades and hospitals, which are adapted to the respective mission, but van ambulances are also used in both the red and white markets. The E-ambulance is currently meeting with particularly great interest. It has already been tested by the Paris fire brigade, coordinated by SDIS 78, and has proved its worth. The next test run is already planned to take place at large French airports. In the future, we would also like to focus more on our special ambulances in France, such as bariatric or intensive care ambulances.





**Why does WAS distinguish between the red and white markets in France?**

¶¶ The distinction is a result of the organisation of the French rescue system. We have the red market, i.e. the rescue services of the fire brigade. The SDIS firefighters are usually the first to go out in an emergency. The white market consists of hospital ambulance services: these teams are usually made up of a doctor specialised in emergency medicine, a nurse/paramedic and an ambulance driver.

**Does this mean that the red market needs different vehicles than the white market?**

¶¶ Yes, good examples are SDIS 77 and the hospital network AP-HP, Assistance publique – Hôpitaux de Paris. Both run missions with box ambulances from WAS. The fire brigade ambulances of the SDIS 77, however, are on the road with – let's say – basic equipment and, with a permissible total weight of 3.5 t, weigh much less. The SAMU ambulances of the Hôpitaux de Paris are more extensively equipped and have complete resuscitation equipment on board. A UMH (Unité Mobile Hospitalière) is therefore equipped with all the

devices and medicines needed to carry out treatments on site and transport patients. Accordingly, a higher permissible total weight of up to 5.5 t is also required.

**What do you wish for the future for WAS in France?**

¶¶ What our customers appreciate about us is that we listen well during preliminary discussions and respond to their wishes. That makes us very happy, of course, because WAS is all about making special things possible. In addition, the fast delivery of spare parts is a great advantage for our customers. This works because of our service partners and the WAS spare parts warehouse already mentioned.

I would like to promote both aspects even more in the future. Where people know WAS, the brand already stands for quality from Germany, but we have not yet caught on in the minds of many potential customers. I am optimistic, however, that we will achieve this in the future. +



## THREE FACTS ABOUT THE FRENCH EMERGENCY SERVICES:

1. Besides the European emergency number 112, there are three local emergency numbers: 15 (emergency doctor), 17 (police) and 18 (fire brigade). Through all three emergency numbers, callers reach the emergency call centres of the CRRA (Centre de Réception et de Régulation des Appels) who decide on the steps to be taken.
2. Rescue services are regulated at the level of the départements in the so-called **SDIS** (Service départemental d'incendie et de secours), which roughly translates as Regional Fire and Rescue Service.
3. Almost every département also runs the so-called **SAMU** (Service d'aide médicale urgente), the emergency service of the hospitals. It is responsible for medical problems ranging from malaise to serious health emergencies and injuries.

## DÉPARTEMENT SEINE-ET-MARNE (SDIS 77)

The Département Seine-et-Marne is located east of Paris and has now merged with the conurbation in the west, whereas the east is still predominantly rural in structure. The rescue vehicles of the competent SDIS 77 must therefore be flexibly deployable and, above all, manoeuvrable in urban traffic. With the WAS lightweight box body models, it was possible to achieve a balance between slim external dimensions and sufficient space in the treatment area. A total of 86 WAS VSAVs are currently in use in the SDIS 77.

Of these 86 box ambulances, a so-called box exchange has already been carried out on 60 vehicles, i.e. the existing box was transferred to a new chassis after a set mileage and is thus used for a further cycle. In 2021, these vehicles carried out a total of 116,228 missions, which is an average of 975 missions per VSAV and a great burden for each basic vehicle. The box remount therefore clearly pays for itself.

[www.sdis77.fr](http://www.sdis77.fr)

## ASSISTANCE PUBLIQUE - HÔPITAUX DE PARIS

What already makes sense in the outskirts of the conurbation is an absolute must for the centre of Paris. In the traffic of the metropolis, which has numerous narrow alleys and one-way streets in addition to the motorway-like Boulevard Périphérique, an emergency vehicle must be manoeuvrable. That is why the hospital Assistance publique - Hôpitaux de Paris also relies on ambulances with WAS lightweight box vehicles. Currently, 22 such VSAVs are in use. Some of these ambulances are equipped with a special lifting device for gentle handling and for securing incubators in place.

[www.aphp.fr](http://www.aphp.fr)









# “I ENJOY CHANGE!”

— A CONVERSATION WITH **ANDRZEJ KURIAN** FROM **WAS POLSKA**.



Andrzej Kurian has certainly seen the world, but as far as his career is concerned, his home has always been the automotive industry. He began as a production engineer at Nissan in South Africa, then became Test & Development Engineer at Toyota Australia. Following on from other managerial positions at prestigious companies in Finland, the UK and Poland, he finally started his own consultation firm in 2012. This career path brought him to WAS in 2013, where he was appointed member of the executive board of WAS Polska in May 2013. Since then, he has not just supported the development of the Polish branch in an advisory capacity, but has actively helped to shape it. We would like to know what is his motivation, how he assesses the development and what conclusions he draws for the future.





**Andrzej, please talk us through your normal working day at WAS Polska.**

As a member of the executive board, I have to spend some time dealing with legal and administrative duties, due to increasing governmental bureaucracy in recent years. For this reason, my time spent on the shop floor has become more precious to me. Figures and balance sheets are one thing, but efficiency and optimisation potential can be seen directly during assembly. Here, it is easy to tell good design from bad and notice, for example, when resources, machine and workforce capacities are being wasted. Furthermore, the most important management functions, planning and employee motivation, demand a great deal of attention. Ultimately, I spend a lot of my time communicating; this is both the most demanding and worthwhile part of management work.

**There is more to life than just work. When you are away from the automotive industry, what inspires you?**

I love to spend my free time going on sailing adventures with my wife and friends. A two-week sailing trip on a 15-metre catamaran with eight or more people on board demands a positive attitude and solution-oriented action. In such confined quarters, there is great potential for conflict and experiences like these present good opportunities to practise management skills. But here we go again, tal-

king about work. It is difficult for me to separate the two worlds. I like to be able to transfer learning from one area into another; it is the only way to develop personally and professionally.

**Development seems to be an important topic for you.**

It may sound strange, but I enjoy change. It makes life more colourful, more interesting and more challenging. We should all embrace it with an open mind and a positive attitude, because in our present, change takes place very quickly. The WAS Group understands this, but we still have to improve. We need to be able to anticipate and adapt developments in design, production, management functions, materials, automation, etc. faster. Ultimately, changes and business developments are good motivators, but a good business result is the greatest motivator!

**You have developed and expanded WAS Polska considerably. Please describe the changes that have occurred since you joined the company.**

In 2022, WAS Polska will celebrate the 25th anniversary of its founding in Poland. During this time, the company has been through several stages of development. Since 2014, the value of the changes and strategies that have been introduced has become considerably more apparent in the business results. The positive results have enabled us to invest in shop floor equipment and employee qualifications.



## FACTS AND FIGURES ON WAS POLSKA:

**Founded:** 1997

**Employees:** approx. 300

### Area

**Management:** 1,500 m<sup>2</sup>

**Production area:** 14,000 m<sup>2</sup>

**Total area including outdoor areas:**  
39,000 m<sup>2</sup> (3.9 ha)

Large wood/metal workshop with  
modern CNC systems

**Production:** diverse international large-scale pro-  
duction, 120 vehicles for the Polish market per year

[www.was.pl](http://www.was.pl)

During the last four years, Lean manufacturing tools from the automotive sector have been successfully implemented. This is a long process that has to be undertaken in stages, in order to be successful. It requires the correct company culture and is never fully finished.

### **Where do you see further potential for improvement and development?**

” The WAS Group should adopt strategic tools and work-cultural aspects, with which we have had good experience, in all departments of the Lean Manufacturing Concept. It is a journey, it demands employee engagement, target orientation, innovation and leadership on different organisational levels, but I am convinced that the WAS Group has the potential to set high standards and become an international industry leader.

### **What can WAS Germany learn from WAS Polska?**

” The good thing is that both companies learn from each other! Because, of course, both companies have strengths and weaknesses. The exchange has begun. The WAS Group management now has the task of coordinating the exchange of knowledge and competence. Transparency and reciprocal trust must therefore be increased, and the necessary business culture must be introduced.







# NEW COMPACT BOX AMB FOR STEINFURT.

THE DISTRICT RELIES ON  
BOX-BODY DESIGN FOR ITS  
AMBULANCE SERVICE.





# AMBULANCES

The compact ambulances in the Steinfurt district have only been in use since June 2021 but have already covered a distance of over 150,000 km. Not only engine power is needed, however: the vehicles also have to be functional and efficient to cope with the many demands placed on them. For the head of procurement in the district of Steinfurt, Michael Voigt, and his team, two factors were particularly important when it came to the new ambulance vehicles: on the one hand, it should be possible to drive them with a class B (car, max. 3.5 t) driving licence, and on the other, they should offer a particularly high standard of ergonomics for both crew and patients.





For some years now, the district of Steinfurt has been standardising its fleet of vehicles and the associated equipment for all 16 rescue stations. There are currently eight WAS 500 compact box body ambulances in use at seven different rescue stations, with four more to follow soon. The vehicles are mainly used for qualified patient transport (type A2), but can also be used for first responder services if necessary.

Since the advantages of box body vehicles compared to van models had been convincing in the past, the tried and tested criteria of the WAS ambulances with box bodies were also intended to ensure greater comfort and cost-effectiveness in patient transport. By installing an electro-hy-

draulic stretcher system in combination with an electrically assisted carrying chair, the ergonomic standard was improved without exceeding the 3.5 t weight limit. "This combination would not have been possible in a panel van with the same equipment and weight class – and the crew is pleased with the improved sense of space with more room in which to perform their work. This also makes the ambulance more attractive as a workplace," says Michael Voigt, explaining the decision for the box body.

An additional economic benefit of the current body variant is the possibility of changing the box body. This means that the box body can continue to be used on a new chassis when the base vehicle has reached its maximum service life.



**Michael Voigt**  
Office for civil protection  
District of Steinfurt



” AN ECONOMICALLY MEANINGFUL  
ADDITIONAL BENEFIT OF THE CURRENT  
BODY VARIANT IS THE POSSIBILITY  
TO REPLACE THE BOX ON A NEW  
BASE VEHICLE.



“The interest in the interchangeable box body ambulance was sparked several years ago and was repeatedly rekindled during discussions on the expansion of previous ambulance and rescue vehicles. After WAS announced in 2019 that it wanted to offer such a box body change for ambulances, following a detailed cost-benefit analysis, the district of Steinfurt decided to test such a box body exchange on a new base vehicle and call for tenders. Some of our vehicles easily cover more than 100,000 kilometres a year on a 7/24 basis, so it makes sense from an economic and safety point of view to replace the base vehicles after only two years,” says Michael Voigt, describing the decision-making process. The first ambulance box bodies will soon be ready for installation on a new base vehicle. +

## FACTS AND FIGURES ON THE WAS 500 BOX AMBULANCE:

**Base vehicle:** Mercedes-Benz Sprinter  
**Wheelbase:** 3259 mm

- More space in the patient compartment
- Slim exterior dimensions
- Can be used as an emergency ambulance
- 3.5 t max. total weight
- Can be driven with driving licence class B
- Sustainable use of the lightweight box on a new base vehicle

[www.was-vehicles.com/en/innovation](http://www.was-vehicles.com/en/innovation)





# THE WAS 300 ALLROUNDER — AN AMBULANCE FOR EVERY APPLICATION.

We specialise in developing suitable vehicle concepts for the most diverse of requirements. For our customers both at home and abroad, on the one hand this means that we produce tailored vehicles for them, which respond to precisely those challenges faced within their respective operational reality. On the other hand, it has also been our experience that, for some markets, we are required to offer solutions that work universally and at a particularly attractive price point. Vehicles such as this are of particular value to customers from countries in which emergency services are still under development, and where there is very little room for manoeuvre from a financial perspective.

As a response to these requirements, we designed a vehicle series that offers a reliable foundation upon which emergency services, hospitals etc. can build: the WAS 300 All-

rounder is a vehicle for patient transport and emergency rescue, featuring properties that render it particularly flexible. The range of features enables the reliable provision of basic care, without financial compromise. That said, there is no need to forego individually tailored equipment, as the series is available with various additional equipment options. On account of its weight, dimensions, and drive properties, the vehicle is equally well-suited for use in both urban and rural regions. What's more, the EN 1789 Standard-compliant construction makes the WAS 300 Allrounder one of the safest ambulances in the world.

The major interest that the Allrounder sparked at its initial presentation at the Arab Health in Dubai, in January 2022, served as confirmation that we are on the right path with this concept. +



## FACTS AND FIGURES ON THE WAS 300 ALLROUNDER:

<b>Base vehicle:</b>	Mercedes-Benz Sprinter
<b>Wheelbase:</b>	3665 mm
<b>Max. total weight:</b>	4100 kg

- + Economical universal solution with individual adaption possibilities
- + Developed for the service in urban and rural areas
- + Built according to EN 1789 standard

[www.was-vehicles.com/en/innovation](http://www.was-vehicles.com/en/innovation)



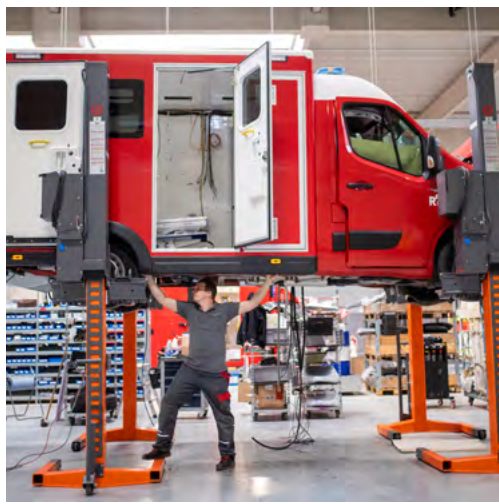


Making vehicles special

# WELCOME TO THE NEW HEADQUARTER!

AFTER A CONSTRUCTION PHASE LASTING  
AT LEAST ONE YEAR, WAS HAS NOW MOVED  
INTO ITS NEW HOME IN EMSBÜREN.





Familiar faces, new environment: with a friendly smile, our colleague Liane Braus has been greeting visitors in the modern and bright reception hall of the new WAS headquarters since January 2022. Ever since the company relocated from Wietmarschen to Emsbüren, her workstation has been the reception desk to the immediate left of the entrance. Customers and partners who visit WAS for the first time at the new location are immediately struck by the pleasantly expansive space and the serenity of the entrance area. The high entrance hall is a response to one of the main reasons for the move: the site in Wietmarschen was really lacking in space. Of course, this did not only concern the offices, but mainly the production area.

Over the company's 30-year history, the order book grew which resulted in new space required for manufacturing. Because an expansion of the business premises in Wietmarschen would not have been straightforward, over the years, a total of four production and logistics sites have been inaugurated – two in Wietmarschen, one in Lohne, and one in Lin-gen. "In terms of logistics costs, the decentralisation of the company had reached the point where we required a number of lorries dedicated exclusively to transport between our own sites. Our employees barely had any personal contact with one another, and almost felt as though they belonged to different companies," says managing director Andreas Plöger,



explaining the situation. In order to remain operational, and to continue to fulfill the usual high-quality standard in an economically viable manner, the centralisation of our production, warehousing, and administration was unavoidable. Following a thorough search phase, the decision was made in favour of the new build premises at the Emsbüren site. Not only did the site finally offer sufficient space for 2,000 m<sup>2</sup> of offices and 13,500 m<sup>2</sup> for the construction of new production halls, but the location at the A30/A31 motorway junction is also strategically favourable for lorry transport. Furthermore, the concerns of the workforce naturally played the most significant role in the decision-making process. First of all, satisfaction and team spirit were to be fostered, and secondly, the





space had to guarantee that the distances employees were required to travel to work remained within a reasonable range. “Fortunately, the feedback has been consistently positive. Everyone involved has come to appreciate the advantages of the benefits of the central location. Employees now see more of one another, and can exchange information through direct discussion. We all get a better feeling for what we are actually doing as a team,” clarifies a thoroughly convinced CEO Roland Müller. In particular, the increase in the efficiency of work processes and the improved flow of communication contribute to work satisfaction.

At the end of 2020, construction work began directly alongside the Amazon distribution centre on the A 31. Although there are still one or two further measures to be completed, all company divisions have now been gradually relocated. We look forward to being able to welcome all our customers and partners to the new facilities. +







# AN ENERGY BOOST, WITH NEW

# MANAGEMENT.

Following the merger with the Bochum-based LUEG Group, in November 2021, we at WAS acquired a new and expanded board of management. The new CEO is industry expert Roland Müller, who boasts long-term experience in the construction of utility and special-purpose vehicles. Stepping in as CFO is Dr. Patrick Kresse, from LUEG, where he performed the role of Head of Strategy, Controlling & Business Intelligence with expertise and foresight. The role of CSO will be performed by long-term WAS managing director Andreas Plöger, who has already been shaping and driving important corporate developments since 2013.

With the merger, WAS is retaining its independence, while simultaneously gaining an experienced partner from within the

automotive sector, which will drive forward the successfully introduced restructuring. In return, in WAS, the LUEG group has found the perfect partner for the desired expansion of its product portfolio. As an internationally active special vehicle manufacturer, the WAS corporate profile is very much in keeping with the Group's plans for growth.

Within the LUEG Group, WAS will continue to act as an independent company within the market. Both companies are looking forward to providing one another with mutual inspiration, to finding new answers to the mobility questions of the future for their customers, and to launching new solutions onto the market. The new senior management is looking forward to an exciting and successful collaboration. +



# THE NUREMBERG **BABY** **EMERGENCY** AMBULANCE OF THE ST JOHN AMBULANCE (JOHANNITER-UNFALL-HILFE E.V. ASSOCIATION).

**GUEST COMMENTARY BY MARKUS JESSBERGER**

In 1976, St John Ambulance for the first time transferred an infant under intensive care conditions from the then suburban hospital 'Wichernhaus' to the University Children's Hospital in Erlangen without any complications. Whilst this transport was not carried out with an incubator, it is considered to be the starting signal for the Baby Emergency Ambulance (BNAW) project.

The first St John baby ambulance was the so-called "Bremer Transporter" in 1979, the latest Mercedes-Benz model at the time. The vehicle was somewhat smaller than the previous vans that served as the basis for ambulances, but it had significantly better suspension. At that time, almost no medical-technical equipment was available for mobile use, but they still managed to put together a first incubator stretcher unit.

It was not until 1982, after three years of pre-financing by the St John Ambulance Association, that the baby emergency ambulance was included in the public-law agreement of the Nuremberg Rescue Association. The operation was now financed by the Bavarian Rescue Service or the sponsors.

## **THE 'NUREMBERG BABY EMERGENCY AMBULANCE SYSTEM'.**

This modern emergency vehicle, with its highly specialised intensive care incubator unit, is the cornerstone of the 'Baby Emergency Ambulance System' of the Nuremberg branch of St John Ambulance. In addition to the incubator, it is also equipped with a ventilator, a device for heating and humidifying the ventilation air, an intensive care monitor for displaying various vital functions of the premature baby plus several syringe pumps as well as its own oxygen supply and a powerful rechargeable battery. A specially equipped emergency kit is on board for the care of premature babies. The BNAW also carries different child seats, because not only premature or newborn babies are driven to special examinations, but also infants.

## **THE NEW BABY EMERGENCY AMBULANCE.**

Throughout the period of operation, all BNAWS have been built in Mercedes vans. Initially in specially equipped panel vans, the first box body, built and equipped by WAS, was introduced in 2010 as part of a public tender in Bavaria. After nine years of operation and more than 335,000 kilometres, it



# BABY ON

# BORD

was replaced by a modern model. The ninth generation of the BNAW is based on the current Mercedes Sprinter model VS30. The box body from WAS basically corresponds to the somewhat wider layout of the heavy-duty RTW model for Bavaria. The new BNAW boasts a number of new features compared to the standard model. First of all, a modern air suspension has been installed on the rear axle to replace the leaf springs. On the left side of the vehicle, there are two attendant seats for doctor and emergency paramedic. A generously sized storage cupboard accommodates a selection of baby car seats and child seats on the right. In addition to the mandatory oxygen supply, the vehicle is now also equipped with compressed medical air. This means that individual ventilation patterns can be set. There is a warming compartment for infusions and a cooling compartment for special baby medication. In order to care for babies outside the incubator, e.g. after home births, and to



The base vehicle is a Mercedes-Benz Sprinter of the VS30 model generation.





Vehicle, equipment and intensive incubator unit are state-of-the-art.



The first BNAW had only spartan equipment.



In 1982, the 'SAVE' concept was also tested as a BNAW.

protect them as best as possible from heat loss, the workstation on the partition wall has been fitted with a heat lamp and a heat mat.

The new design, however, did not only focus on very small patients. The emergency vehicle has special seats in the driver's cab that are easy on the back, as well as an electric loading system for the incubator intensive care unit, which weighs over 150 kilos.

It is worth around 100,000 EURO, the vehicle around 200,000 EURO. The value of the more than forty years of experience of St John Nuremberg in the care and gentle transport of premature and newborn babies is, however, priceless.

*Excerpt from the St John celebratory publication "40 Years of Baby Emergency Ambulance Nuremberg 1979 -2019" by Markus Jessberger, JUH Nuremberg, 2019.*



# THREE QUESTIONS FOR

## MARKUS JESSBERGER.

**Mr Jessberger, to mark the 40th anniversary of the Nuremberg Baby Emergency Ambulance, you have compiled a commemorative publication for the St John Ambulance Service that charts its history since 1979. What sparked your personal interest in this topic?**

As a young volunteer paramedic with St John Ambulance, I was there when the first baby ambulance (BNAW) was put into operation in Bavaria. Today, at over 60, I am one of the few remaining witnesses who can still contribute to the story of the BNAW. That's why I was very happy to get involved with my fellow St John volunteers in the anniversary year.

**You have been a volunteer member of St John Ambulance and a paramedic since 1978. Have you had any experience with the treatment of infants and small children during your missions?**

Yes of course. In the early days, the ambulance crew on duty switched to the BNAW when needed, so I also participated in a number of missions. In addition, very soon after the introduction of the BNAW, St John Ambulance also had a second intensive care incubator unit. Not only did it serve as a substitute, but it also enabled them to handle two missions in the Nuremberg region with a radius of about 100 kilometres at the same time. which meant that time and again I also went on missions with the 'second unit'. From this experience, however, from today's perspective, I can say that it makes a lot of sense nowadays for the BNAW service to be driven exclusively by specially trained and, above all, experienced full-time personnel.

**In the beginning, normal ambulances were only equipped with additional equipment for transporting babies. Why is it worth fitting an ambulance with special equipment for babies?**

I even remember a time when the only incubator available in Nuremberg was placed on the floor of an emergency vehicle without any additional equipment. Fortunately, those days

are long gone. In order to care for, stabilise, monitor and safely transport the smallest patients, very specialised devices and equipment are required, which cannot be kept in every ambulance for cost reasons alone.



### ABOUT THE PERSON:

MARKUS JESSBERGER HAS BEEN A VOLUNTEER MEMBER OF ST JOHN AMBULANCE AND A PARAMEDIC SINCE 1978. UNTIL 2000, HE WAS INVOLVED IN RESCUE SERVICES AND ORGAN TRANSPORT. FOR THE 40TH ANNIVERSARY OF THE NUREMBERG BABY EMERGENCY AMBULANCE IN 2019, THE SELF-EMPLOYED MANAGEMENT CONSULTANT PUT TOGETHER A COMMEMORATIVE PUBLICATION FOR ST JOHN AMBULANCE THAT CHARTS ITS HISTORY SINCE 1979.



# FOUR WHEELS FOR FOUR PAWS:

## A MOBILE VETERINARY CLINIC FOR THE DOG-DOC.



It was a rainy start to spring in 2022, but when we visited vet Jeanette Klemmt in March in Berlin, the sun was finally shining again there, too. For most people, the cold and rain just make life unpleasant, but for the clients who visit Jeanette Klemmt (who is called Jenny by everyone) bad weather makes everyday life particularly challenging. That's because her services are aimed at homeless people and other members of so-called marginalised social groups whose lives are focused on the streets, and people with chronic physical or mental illnesses: with her veterinary clinic on wheels, Jeanette regularly looks after animals belonging to poverty-stricken people at various key hot spots in Berlin. Her WAS 900 mobile dog clinic has been up and running since last summer. The HundeDoc service has been warmly welcomed: in 2021 her primary veterinary care involved 194 inocu-

lations and surgery on 35 animals. Even more significant were the number of consultations offering advice to pet owners, because the HundeDoc project focuses on the relationship between human and animal, encouraging people to take more responsibility for their own personal and social demands. On 748 occasions over the last year, Jeanette has offered advice about animal health and pet care to these predominantly young pet owners.

The vehicles previously used for the mobile dog clinic were always second-hand ambulances, which were converted into roaming veterinary clinics. Last summer, a completely new vehicle was converted by WAS – with a fully customised design. But what equipment does a mobile veterinary clinic need to support people and their dogs?







In principle, the basic requirements for treating animals are not vastly different to those for humans: light, warm water, storage space, electrical connections – the X-ray machine is regarded as something of a luxury by Jeanette Klemmt.

In addition, a veterinary treatment table and adequate space is required because even if the vet doesn't have an assistant, they will not always be on their own. The pet owners need to come along, too. Only for major cases Jeanette Klemmt arranges professional clinical support.

The project is funded entirely through donations. Jeanette Klemmt is employed as a vet at SPI, the Social Pedagogical Institute Berlin "Walter May", and her job involves travelling around. SPI is an institute that is part of the Arbeiterwohlfahrt Berlin e. V., the federal Workers' Welfare Association, and its aim is to develop a society in which each individual is able to take responsibility for themselves and their community. The

mobile veterinary practice, which Jeanette runs as the HundeDoc, was made possible through a substantial one-off donation.

Anyone who wants to support this concept should indicate HundeDoc donation under the intended use: +

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