

Berghaus-News

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Our Own Affairs

As you will have already noticed, our domestic newspaper has undergone a change. We now present "BERGHAUS NEWS" the first time in English and in a manner, which follows the current trend by being printed in 4 colours. The arrangement of the different theme subjects is broken down so as to be found easily. It is our hope that the increased attractive appeal will increase your desire to read through the articles and, above all else, stimulate interest in our products.

Impressum

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Our New Signal Unit: MPB 3003

The cable- or wireless controlled Signal Unit MPB 3003 satisfying the requirements of testing against the standards of Type Classes B and C is a transportable unit for one-way traffic in road-work areas or narrow stretches of road. When designing this traffic-flow-dependent unit we placed special emphasis upon simple operation. Nevertheless, the technical equipment has been optimised. The Signal Unit MPB 3003 consists of two triple-aspect signal emitters. It is manufactured from impact- and UV-resistant polycarbonate.

The control system is located in the green chamber. This can be opened and closed conveniently by a snap closure device. The support frames are manufactured from hot-galvanised steel plate.

The series-produced MPB 3003 is fitted with customary halogen light-bulbs (12 V / 10 W G4). The automatic night-adjustment device achieves a stepless adaptation of the signal emitter to the strength of the ambient light. It has been possible to increase the interval between necessary accumulator changes by a multiple factor.

In accordance with the Technical Supply Conditions for Transportable Signal-light Units 97 (TL-LSA97) is mounted upon an accumulator support frame made of hot-galvanised steel. The lower edge of the signal emitter can be adjusted to a height of up to 1.80 m above the support surface. The lower frame has been designed to accommodate two accu-

mulators (12 V / 170 Ah). The unit can also be operated at a mains voltage (230-V) if used in association with our mains adaptor Type N1 (Order No. A 44000).

Area of Application

Our favourably priced Signal Unit can be operated as either a cable- or wireless-controlled facility. It has been designed for the control of alternating one-way traffic flow and is in series production equipped with radar detectors (a direction-sensing capability) for traffic-flow dependent (VA) operation.

Alternative Operating Modes:

- Automatic fixed-time intervals
- Automatic extension of "green" interval
- Automatic "green" upon demand (demand-operation has basic setting of "allred")
- Manual operation
- All lamps off.
- Blinking mode

Series-produced models include:

- Red-monitoring
- Green-green inter-locking
- Green-status monitoring
- LED accumulator-condition indicators
- LED-control display for radar initiated messages
- Fault-indicating LEDs (Red bulb defective, green - green interlocking and fault in cable or wireless link)
- Night-adjustment device



(Accumulator-change intervals increased by a multiple factor)

Options for the MPB 3003

- LED-technology
- Multiple-frequency technology
- External manual operation by cable or by wireless with return report facility
- Battery changeover electronics for connecting two accumulators
- Protective container for the accumulators
- Protective cover for use when unit is being transported

A barrier is often more satisfactory than foil strip!

When calling for tenders nowadays it is possible to specify protective steel walling in place of foil marking tape and, nevertheless, still save money.

It is not logical to specify Type 2 foil marking tape to deal with temporary situations when drafting an invitation to tender. A significantly higher level of safety is available at a lower cost, to say nothing of environmental contamination. If a roadwork site (e.g. 4+0) is to be protected with a T1-wall and the approach to the site with a T3-wall it is

then necessary only for the gaps to be marked with foil tape. This offers a higher degree of safety and can be implemented in any kind of weather. Certainly, at this time of the year it is not possible to follow the lay-down procedure accurately (because of the difficult procedure specified by the manufacturer). Furthermore, eventually the relevant authority will have to bear the cost of any replacement marking Roadwork sites protected by foil marking tapes, therefore, are responsible for quite significant subsequent costs.



In addition, the protective steel wall offers a higher level of protection.

Technical Improvement: MPB 4000, Type Class "D"

One of our competitors has distributed information about a judgement handed down by a court in Cologne relating to our MPB 4000 and we would like to take the opportunity to inform you about the technical content of the issue concerned. In the case of the MPB 400 this problem exists only when the equipment is classified as Type Class "D". No such problem arises when the MPB 4000 is classified as Type Class "A", "B" or "C". In coming to his decision, the Judge took the view that the use of our G4 halogen light bulbs is not permissible. He based this on Point 1.1 of the TL-LSA 97 which states that traffic light signals of Type Class "D" must be equipped with a bulb socket in accordance with DIN 49842.

Since, however, the DIN 49842 referred to was issued in 1981, this standard makes no reference to the G4 version

which we use.

When we undertook the classification of our MPB 4000 in accordance with TL-LSA 97 we obtained not only a professional evaluation of our signal unit based upon technical lighting considerations but also a further evaluation from an independent sworn technical expert to ensure our classification was correct. Both professional evaluations confirmed classification of the MPB 4000 as Type Class "D". In order to be in a position to offer our customers optimal operating safety we offer the opportunity for the signal unit Type MPB 4000 tested by us against the requirements of TL-LSA 97 and classified as Type Class "D" to be refitted, free of charge, with the Socket Type PKX22S.

No specification is laid down for the light bulbs used in Type Classes "A", "B" or "C".

Please note: Training Course Dates in 2004

The annual training courses dealing with transportable signal units have been well received in recent years. Altogether about 800 traffic light specialists received such training from us over a period of 8 years. In order to avoid traveling a long distance, from the beginning of next year the training courses will be held at our premises in Kuerten (NRW) as well as in Mellingen (Thuringia). The dates for Kuerten are as follows: Course I - January 26 / 27, 2004, Course II - January 28 / 29, 2004 and the dates for Mellingen are: Course I - March 1 / 2, Course II - March 3 / 4, 2004. As on previous occasions the course leader will be Master Electrician Alfred Wurth. If you would like to participate, you can apply to us now. Do

take this chance to obtain this qualification and equip yourself for the future.



About 800 traffic-light specialist have already been trained

Site Manager for large roadwork sites:

Over a period of twelve years the AVS Mellingen GmbH has developed into a leading traffic-safety undertaking. It is incorporated into the Peter Berghaus Company, which over its 40 years of involvement in the area of traffic-safety assurance has continuously ensured the retention of its outstanding reputation, by the introduction of new product developments. This combination provides us with a high performance capability and we conduct traffic-safety assurance measures throughout Germany. Naturally, our customers expect that we will employ trained personnel, provide a high level of service, dispose of problems and offer technical advice. With this in mind and with effect from July 1st, 2003 we have appointed Herr Eikel, who has many years of professional experience as our Site Manager for large roadwork sites.

require any information, Herr Eikel will and without exposure to problems. If you be pleased to be of assistance.



His area of responsibility includes calculations together with the planning and development of roadwork sites. As a result of his 20 years of experience in traffic technology we are in a position to develop for you any and every type of roadwork site activity at a favourable cost

Please address any enquiries to:
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 www.avs-mellingem.de

✂.....please cut out and return to us.....✂

Registration

Training Programme I (290 €)

Date: _____

at: _____

Company: _____

Zip/Place: _____

Phone: _____ Fax: _____

Sur-/Lastname: _____

Sur-/Lastname: _____

Registration

Training Programme II (290 €)

Date: _____

at: _____

Company: _____

Zip/Place: _____

Phone: _____ Fax: _____

Sur-/Lastname: _____

Sur-/Lastname: _____

Date _____ Signature _____

Training Programme I lasts for two days and covers the following subjects:

Day 1

Short explanation of TL-LSA
 Calculation of signal phase plans for alternating one-way traffic control units
 Transfer of the phase plans into the signal units MPB 3000 and MPB 4000

Day 2

Calculation of signal phase plans for side-entry- and crossing signal units using the Traffic Light-Plan-Programme
 Transfer of the phase plans into the signal units MPB 4000
 Instruction about the new SMS-Remote Monitoring System

Training Programme II lasts for two days and covers the following subjects:

Day 1

Explanation of TL-LSAS
 Production of signal time plans using the Traffic Light-Plan-Programme
 Transfer of the signal time plan into the control unit EPB 6000 S, EPB 2400 and into the new control unit EPB 48 Multi-processor
 Instruction about the new SMS-Remote Monitoring System

Day 2

Programming with the new Traffic Light-Win-Programme, Version 3.0
 Practice-related applications of the control units EPB 6000, EPB 2400 and EPB 48 Multi-processor
 Video-detector with presence indicator

Maintain roadwork sites effectively with "Service-Control"

Why not have your roadwork site maintained correctly?

Tender texts should already specify a contract fine of about 150 Euro for each maintenance journey, which is not carried out. Today, all the well-known assurance companies working on the motorway system use our "Service-Control". The motorway authorities have confirmed to us that when using our "Service-Control" the control of the maintenance journeys has become a significantly more simple operation.

A documentation procedure for properly executed control journeys which is 100% resistant to falsification as a result of control print-outs produced directly by the "Service-Control" without the use of any intermediate PC-stations
 No requirement for hand-written daily reports from the maintenance operator(s)
 Simple clear text messages describing the maintenance work to be executed in accordance with ZTV-SA 97
 Confirmation of all maintenance-relevant criteria as a prerequisite of the report from the roadwork site

The advantages of "Service-Control" are as follows:



"Service-Control": Control of the maintenance journeys in accordance with ZTV-SA 97

More rapid extension of the A1 up to 2006

The Federal Ministry of Transport is pressing for the acceleration of the completion of 22 sections of motorway in Germany so that they can be ready for the World Football Championship of 2006. Furthermore, work to eliminate the bottleneck in the A1 at the Cologne motorway ring located between the motorway intersections at Cologne-West and -North should be completed at an earlier date. Beyond this, the Federal Government agrees to subsidise

a new stopping place for the S-Bahn in Cologne West together with an extension of Tram Line 1 by an amount of up to 50% of the cost. This will result in a new access point on the Bonnstrasse in Cologne-Weiden which is intended to guarantee a faster approach to the stadium and on into the centre of the city. There is uncertainty about the financing arrangements for an additional S-Bahn (Tram) track in the central Station in Cologne.

The Federal Traffic-Routes Plan has been

With a provision for 150 Milliard Euro to cover road-, rail and water routes up to 2015, the Federal Government plans to eliminate traffic bottle necks and provide better access to disadvantaged areas. This is the core objective of the Federal Traffic Route Plans, which were approved in July. Amongst other items, 1100 kilometres of six-lane motorway will be constructed together with relief roads around some

300 locations. As distinct from previous Federal Traffic-Route Plans the emphasis will not be placed on new- and extension work but rather on upgrading existing stretches of road. 82.8 Milliard Euro, representing some 56% of the total cost will be available for investment. There are firm plans for spending 77.5 Milliard Euro up to 2015 on federal long-distance roads and 63.9 Milliard Euro on rail routes.

The Road-construction Industry and the Government

Already every third employee in the construction industry in Germany has lost his job. The Chairman of the IG-Bau, Klaus Wiesehügel, (SPD) welcomes the fact that following the breakdown of the 'Buendniss fuer Arbeit' Wolfgang Clement (SPD) now leads the discussions with the industry. Clement has met representatives of the construction industry employers and of IG Bau for discussions. This resulted in the road-construction industry and the Government agreeing on the following work programme: they wish mutually to exhaust every possibility that can contribute to increasing the rate of investment. At a top-level meeting between the Federal Minister for Labour and Construction, Wolfgang Clement and Manfred Stolpe (both SPD) with representatives of the construction industry both sides agreed in Berlin to an appro-

priate work programme. If the construction industry stabilises, this will also promote growth in Germany, explained the Minister. With 55% of the total national investment the industry possesses a considerable proportion of the economic strength of the country. Associated with the agreement is the promotion of partnerships between public and private companies. In road construction, too, private financing models are to be introduced. The control of illegal activity is to be further tightened up and planning- and approval procedures are to be modernised. When future construction contracts are awarded they will not necessarily be awarded to the lowest bidder. Such criteria as the duration of the construction activity, follow-on costs, building configuration, etc. are to be taken into account when decisions are made.

Who is responsible, if . . . Who is responsible, if . . .

Traffic Safety Responsibility is the responsibility of ensuring traffic-safe conditions on the roads and at roadwork sites on those roads. The administration of justice has developed from the basis of the §§823 ff. of the 'Buergerliches Gesetzbuch' (BGB) [Civil Constitution] namely the principles relating to responsibility for traffic safety. This holds that everyone who generates a source of danger within his area of responsibility or allows this to persist is obligated to take the measures reasonably to be expected of him and make any arrangements necessary to avoid any impending danger to all third parties. If he neglects this responsibility he is responsible for the damages suffered by any injured party. In addition to such responsibility under civil law there is also in such a situation the possibility of criminal prosecution.

knowledge with respect to traffic-safety at road-work construction sites is intended in the first place to make readily available the practical- and technical knowledge and competence required by the legal and technical aspects of regulations applying to the arrangement and development of such road-work construction sites. This affects to a varying degree all employees of the arranging authorities, those authorities and companies, which place contracts and the companies executing those contracts. The Information Sheet should also serve to configure a training programme (at a level appropriate to their different responsibilities) for all those individuals involved and employed by e.g. the road-traffic-, road-construction- and police authorities.

On the basis of regulations under the State Roads Laws, in most Federal States the obligation to ensure that traffic safety responsibility is duly observed is delegated as a duty of office to the active members of the Road-works Administration Departments. Personal responsibility of those active members arises only from consideration of the principles of the responsibility of officials §839 BGB in association with Art. 34 GG.

Therefore, the Instruction Sheet offers a number of training groups appropriate to the expected levels of knowledge and competence:

- Arranging Authorities (Road-, Traffic- and Road-construction Authorities) Road-construction Authorities, which place contracts, or their delegates (Engineering Offices)
- Third parties which place contracts, e.g. supply companies
- Parties accepting contracts for traffic safety, e.g. traffic-safety assurance companies acting as service providers those parties are responsible for traffic
- safety in accordance with "RSA"
- Additionally, for clients and contractors

To the extent that public or private companies (e.g. traffic-safety assurance companies, supply companies) undertake work in the road-construction area in accordance with an arranged Road Sign Plan, the onus of providing traffic-safety lies with these companies. Furthermore, in such a case, the organising authority (Road-construction Authority, Road-traffic Authority) has a monitoring responsibility to ensure the company concerned does implement the rules applying to traffic-safety responsibility.

(NB: Protective equipment and facilities are not subject to any legal traffic legislation and, moreover, do not form part of professional association regulations, but, nevertheless, they are increasingly referred to in contracts as a means of making work-places safe. In order to provide clients, contractors and other responsible bodies with the necessary additional knowledge, an appropriate training course can be provided as a supplement to the training which deals with the legal aspects of traffic issues.)

This comes to an end only when the company no longer exercises effective control over the site in question. This monitoring responsibility extends over the whole of the operational site. With regard to the concepts contained in this Instruction Sheet reference should be made to the definitions contained in Appendix 2.

Roadwork sites in the public traffic system are not only potential sources of disturbance to the flow of traffic. They also require an unambiguous, circumspect and positive form of identification. The relevant requirements for this are to be found in numerous laws, regulations, guidelines, standards, etc. Since the safety measures required call for a high capability of empathising with both the traffic- and the construction situations combined with concern for the safety of the road-user and the construction worker, it is necessary for all parties to possess appropriate detailed knowledge of these measures, regardless of their own area of personal responsibility. The Instruction Sheet relating to basic requirements in terms of necessary technical

Successful completion of training courses which pay due attention to the requirements of the Instruction Sheet provides formal evidence of the suitability and qualified status of employees of the contractors for ensuring work-place safety in accordance with the "Additional Technical Contract Conditions and Guidelines for safe working at work-places occupying part of the road system" (ZTV-SA) (Responsible parties in accordance with the "RSA"). In other words, such successful completion provides the evidence required in the Allgemeinen Rundschreiben Strassenbau (General Road-construction Newsletter) No. 34 1997 issued by the "BMV" which introduced ZTV-SA 97.

LED-Technology: Illuminated Arrows/Prewarning Blinkers

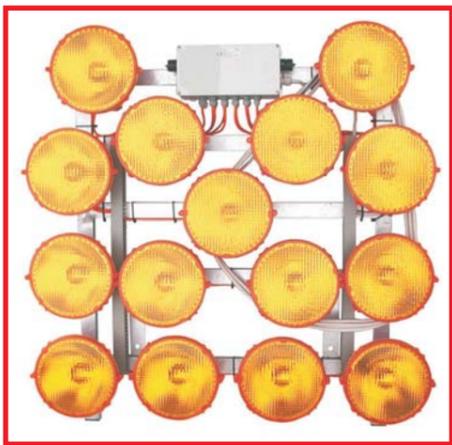
All illuminated arrows of the Types L 8-2, L 13, L 15, the prewarning blinkers (180 .200 mm and 340 mm) together with the guide-light-system type AL 12 / 24 are now available from the well-known Berghaus-LED-Technology range.



The advantages of this technology are obvious:

Prewarning Blinker 340 mm, yellow, operating voltage 12 - 24 V DC
Prewarning Blinker 180 / 200 mm, yellow, operating voltage 12 - 24 V DC

1. The current consumption is reduced to 60%
2. There is almost a 100%-reduction of phantom light by the registered-design protected LED-Prism System
3. Optimal illumination emitted from the dispersion plate as a consequence of the Prism-System (no individual LEDs can be observed)
4. Almost non-varying light strength even when the accumulator voltage falls
5. A working life for the LEDs of 8 to 10 years is guaranteed by the manufacturer
6. The lights are easily recognised even when viewed from lateral angle-areas



Illuminated Arrow L 15
 15 individual lamps 180 / 200 mm diameter and cable-controlled remote operation, operating voltage 12 - 24 V DC

Important! As a result of the very small maintenance costs alone (change of battery or replacement of light bulb) investment in the new Berghaus-LED-Technology is recovered in the shortest time.



Mobile Blinking Arrow L 8-2
 with 8 individual lamps 180 / 200 mm diameter, yellow, operating voltage 12-24 V DC



Guide-light-systems for roadwork sites- AL 12/24 V DC, complete with a 13 m cable and plug connection, 1 electricity supply cable, 1 connection box with pole-reversal- and low-voltage protection, lamps: diameter 180 / 200 mm, yellow

When approaching a roadwork construction site, slow down immediately!

Roadwork sites on our motorways constitute the highest risk area regarding the possibility of accidents occurring. Narrow carriageways, uneven surfaces and stretches of road, which cannot be monitored, can lead to serious consequences. This is why speed in such working areas is reduced to 60 or 80 km/hr. But some road-users take no notice and hurtle through markers and traffic cones at more than 100 km/hr.

Anyone caught driving at 40 km/hr above the limit must expect to be punished with a fine of 100 Euro, a three-point penalty and a one-month driving ban. This standard penalty combination increases automatically if there is any danger to personnel or if material damage is caused. 100 Euro quickly becomes 125 Euro, 150 Euro or even a fine and a driving ban on account of intimidation / coercion. (§ 240 StGB).



Information about transportable protective facilities

Switzerland: Hiring of protective steel barriers

Once again we have been able to commence an extensive protective steel wall project in Switzerland. In July, 2,700 metres of STGW Duo 4 were hired out to one of our Swiss customers for a construction project in the Canton of Zug. Convinced by our very attractive price-performance ratio the customer gave us

and delivered to the site in 16 metre long elements, which were installed by the crane mounted on the transport vehicle. Only a single screwed connection was required to join the elements together. The client and the representatives of the relevant authority were impressed with the speed with which the erection of the



The installation of the STGW Duo 4 was made in a very short time. . .

the contract to supply the STGW Duo 4 for five months on a hire basis and to undertake the assembly work. Because of the very heavy traffic flow through the construction site to be given protection the client could give us only a very limited time for the assembly activity which could only be carried out between the hours of 9.00 and 16.00. However, once again the combination of our STGW Duo 4 and our experienced erection team from AVS Mellingen demonstrated the effectiveness. The erection of the 2,700 metres wall was completed within the allowed time without any problems. This was only accomplished as a result of our ingenious logistics system and the system-oriented erection advantages of the STGW Duo 4. The protective steel wall was prepared

STGW elements was performed. Here, too, we were able to demonstrate that it is possible to offer the maximum degree of safety to all the parties involved on a construction site at an acceptable price and with but little disturbance to the flow of traffic. Would you like to offer all the traffic passing through your construction site the maximum degree of safety at an acceptable price? Would you, too, like to see only a very slight degree of disturbance to the flow of traffic while the installation of the protective facility proceeds? Then call us on +49 / 22 07 / 96 77-0 or send us a fax to +49 / 22 07 / 96 77-80 or e-mail us at mail@berghaus-verkehrstechnik.de. We would be very pleased to help you with your planning- and execution activities.



HARRY'S COLUMN

It can't go on like this!

Invitations to tender are the basis upon which bids are submitted. We maintain and see evidence in our every day business that 50 percent of them are faulty - many of them to such an extreme degree that that calculations can only be made after putting questions to the source of the invitation and obtaining supplementary information. In the area dealing with protective walls we are constantly being requested to quote for form of protection, which do not exist. Descriptions are inaccurate and combinations are requested which are just not capable of being implemented. Operational results are sought which are based solely on wishful thinking and which have nothing to do with real life situations. Are there then no clear guidelines for those parties originating invitations to tender by which feasible combinations compatible with the systems found in everyday use can be identified and agreed between those concerned? It is certainly often very important that, for example, the effective area of a particular protective feature is appropriate to the construction site, which lies behind it. The question needs to be asked: Do many issuers of invitations to

tender just not pay attention or are they not aware of prescribed passages of text, which refer to the most varied concepts? This really is a matter of life and death both for the employees on the building site who feel safe behind a protective wall and for the road users who drive along a wall, see immediately behind it the deep chasm and begin to have doubts about their safety and think "It just can't happen, can it? - after all it is a protective wall.



My dear issuers of invitations to tender!

All of us who are active in this business produce safety. Do not make life unnecessarily difficult. When an accident takes place as a consequence of an incorrectly prescribed wall then you, too, are in the same boat. This is not a reproach but rather an attempt to raise the level of awareness. I will not fail to deal with your questions and problems. Do call me. As a specialist in this particular area of activity I will be pleased to help you, for example, by means of a free discussion in your office.



Telephone: +49 22 07 / 96 77-15
www.stahlschutzwaende.de

Our best wishes to the Sauer Company

Since the founding of the Sauer Company in Strassenhaus bei Neuwied we have enjoyed a very pleasant relationship with this organisation, which is also active in the general area of providing safety at road construction sites. To mark the 15th anniversary of the company, it organised training courses for its customers. Our specialists performed the actual training activity and our Harry Lippert was responsible for the



section dealing with matters to do with steel, while Alfred Wurth covered the regulations concerned with light signal units. This made it possible for the participants of the course to extend their knowledge in their special areas of interest.

We at Berghaus GmbH are pleased to have been of service to the Sauer Company through these courses and wish the company every success in the future. We look forward to further mutual cooperation in the future.



Peter Berghaus GmbH

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