

# Berghaus-News

## Verkehrstechnik · Lichtinnovationen

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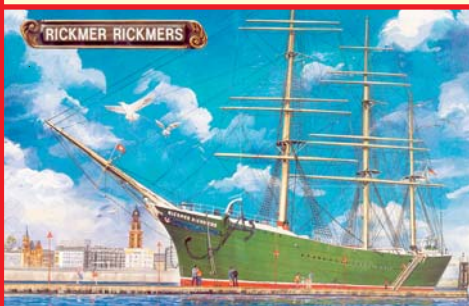
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### Wiehltal Bridge: Quick security after accident



The security after the heavy accident in in the course of the motorway A4 on the Wiehltal-bridge at Gummersbach was carried out by both professional enterprises M+V GmbH from choosing as well as Trimborn-AVE from Euskirchen. The firm Trimborn was instructed by the highway office of Cologne to carry out the full blockage of the A4 expertly. For the extensive detour sign-posting with substitute-signal arrangements the professional firm M+V GmbH was instructed by the land company streets NRW. Still during the day of the order assignment the first securities on the motorway 4 (transportable steel barrier system as a fall protection) and on the detour distance (sign-posting) were

installed. The traffic could be diverted only by the quick response time of the principal and both security firms in the shortest time properly.

The Wiehltal-bridge which was closed since 26th August entirely was released on the 7th October again for the traffic - in direction Cologne of the traffic completely, in the direction of Olpe for the time being only on a track. Just six weeks after the accident is the bridge (about 2.5 million Euros) Caress scantily fixed. The final renovation draft for the 35 year-old Wiehltal-bridge is still compiled. Besides, a complete new building cannot be also still excluded.

### MPB 4000-8 F: This is our new export variant

With our MPB 4000 in the new export variant as a MPB 4000-8 F exists the possibility to pursue the signal arrangement with eight signal heads on radio. The signal heads can be assigned according to demand as a vehicle or pedestrian signal head freely on four signal groups and be pursued. Thereby a huge number of construction possibilities, for instance, narrow places, t-junction, intersection, crosswalk-signal arrangements etc. which are to be based even with signal heads on the right and left side of the street (repeat-signal head) at short notice and fast.

The MPB 4000-8 F is with a new quick digital radio distance as well as serially with red light supervision, green-green-supervision (green-green interlock), interim supervision and status supervision fitted out. Beyond it, multiple frequency technology and field strength indication are integrated. The signals can be fitted out optional with halogen or power-saving LED technology.

The system MPB 4000-8 F can be used as a quartz-, cable- also radio signal arrangement. In the modes of operation cable and radio the arrangement can be taken as a fixed-time arrangement or as a signal arrangement dependent on traffic in operation. Beyond it even further six different daily schedules are available in these modes of operation.

Following options and accessories are available:

- Signal heads  
with lens diameter  
Ø 300 mm
- LED-Technology  
with lens diameter,  
Ø 300 mm
- Cable- and radio-  
remote-control for  
special-operations  
(Manual, Allred,  
Amber-flashing  
Lamps-Off)
- Hand transmitter and  
remote control for bus  
requirements
- SMS-Remote-  
Monitoring
- Contrast-Boards  
for 200- and 300-mm-  
signal heads
- Push-buttons with  
LED-illumination for  
Pedestrian-demands
- Interface with  
Control-printer
- Powerpack  
230 VAC / 12 VDC
- Powerpack  
42 VAC / 12 VDC
- Battery-Charger





## Please note: Training appointments in 2005

The annually taking place trainings for transportable building sites-signal arrangements found very great resonance. During the last nine years about 900 traffic light experts were trained in our rooms 100 in the annual cut around. To save you wide ways, the courses will take place in the beginning of the next year in our houses in Kürten (NRW) as well as in Mellingen (Thuringia).

The appointments:

Kürten: Training I: 24th/25th of January 2005; Training II: 26th/27th of January 2005.

Mellingen: Training I: 14th/15th of February 2005; Training II: 16th/17th of February 2005. Training leader is like in the years before Alfred Wurth. If you are

interested, you can already announce yourselves now. Use the chance to qualify; with thus you are for the future prepared:



About 900 traffic light experts up to now

✂..... please, cut out and send .....✂

### Registration

Training course I (290 €)

Date: \_\_\_\_\_

in: \_\_\_\_\_

Company: \_\_\_\_\_

PLZ/Ort: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Training course II (290 €)

Date: \_\_\_\_\_

in: \_\_\_\_\_

Company: \_\_\_\_\_

PLZ/Ort: \_\_\_\_\_

Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Name: \_\_\_\_\_

Name: \_\_\_\_\_

**Remark: if you decide up to the 28th February, 2005 for the purchase of a new radio signal arrangement (type MPB 3003 or MPB 4000), the training fee of a student is credited to you!**

### ADAC tests the streets

Last year about 6600 people died on German streets and highways. Of face of the ADAC more exactly wants to have a good look at the safety of our streets. Now, besides, after the compulsory tunnel tests, ferries tests and motorway service area tests, the autoclub is to be examined, well-chosen highways, federal highways and country roads.

### Public orders are missing

To receive the standard of living of the people it is necessary to promote the economic growth. Why free the federal republic barely itself from the stagnation, while the world economy expands? The weak inner German economic situation applies as a main cause. The consumers hold back their money. The public hand saves with investments.

## MPB 4000: special execution for the Netherlands

No inquiry is too unusual to us! The mobile building sites-signal arrangement type MPB 4000, fitted out with black signal heads with lenses, Ø 300 mms, and, in addition, still with contrast screens? No problem for us. When to us this inquiry of a Dutch customer arrived, we have immediately a suitable offer submits. We have explained the order given to us exactly according to the customer wish.

Decisively for this order were our famously very good service and our product quality. The order of eight signal heads in the desired execution could be delivered immediately to the customer. Should you also need a tailor-made signal



arrangement after specifications exactly agreed by your customer or a signal arrangement conformist to your performances, then simply turn to us. To reach we are on the following ways:

by phone: +49 22 07/96 77-0

by fax: +49 22 07/9677-80

or by e-mail:

mail@berghaus-verkehrstechnik.de



## The highways are renovation-destitute !



Use ability of the driving stripes

Investment means for the traffic infrastructure stay behind for many years behind the requirements. This applies in particular to the streets. Infirmly distances are not redeveloped in time, bottlenecks are removed not quick, new buildings require a time-consuming way. Merely 80% of our highways are still fully operational. For overcoming the investment traffic jam Public-Private-Partnership-(PPP) solutions are urgently necessary.

## Vorteile unserer neuen Verkehrslenkungstafeln

Our new traffic steering system boards offer many advantages to the user by special construction method. The boards consist of 3 mm aluminum and are folded

running around completely doubly forwards. With thus the edge strengthening forms a steady unity with the board and cannot free itself like with Allform-edge strengthening.

Another preexpress one of the steady edge strengthening is the very high performance of the complete traffic steering system board, because the corners are completely welds together. The film lies against damages safely inside area of the board. In addition, the complete traffic steering system board is gray (tone RAL 7043 to DIN). The boards have only one very low weight.



**Available dimensions and prices:**

**Size 2:**

Dimension  
1250x1600 mm  
Film typ I  
Order-No. VZ 4532  
Price: 165,- €

Dimension  
1250x1600 mm  
Film type II  
Order-No. VZ 4533  
Price: 215,- €

**Size 3:**

Dimension  
1250x2000 mm  
Film type I  
Order-No. VZ 4534  
Price: 199,- €

Dimension  
1250x2000 mm  
Film type II  
Order-No. VZ 4535



## New intersection control device on majority building sites repeatedly in operation

Our new intersection control devices-system type EPB 48 multiprocessors was introduced first at the beginning of the year on the "Intertraffic" in Amsterdam. Meanwhile this system is on several building sites in operation. It



**Master control device EPB 48 multiprocessor (huge construction form)**

distinguishes himself as a very reliable and safe intersection control device. Also from the responsible authorities there



**Master EPB 48 multiprocessor (small construction form)**

was a positive resonance, above all on reason of the great dependability, the high security standard by the repeatedly calculator-steered system of our system as well as the considerably lower place need for our mobil cable-crossing sets on anyway the very much narrow building sites (pedestrian's ways and highways). This has thereby

become possible, because between the master control device and the single mast distributor devices, in the corner points of the intersection, maximum two cables are necessary. Now the formerly luxurious wiring occurs on short way to the single signal heads, tracers, dispatch riders etc. directly from the mast distributor devices. Determining advantage: the masses necessary up to now in wiring (mostly cable ropes from up to 15 cables) over the street trains away are cancelled. Smaller, more compact and lighter cable crossing sets can be considerably used by the lower wiring expenditure.

The advantages resulting from this innovation in the summary:

- smaller and lighter cable crossing sets
- considerably lower cable need
- quicker and simpler mounting
- quicker and simpler rebuildings on site
- lower transport expenditure

Further advantages of the new system are:

- high dependability
- Maximum in safety
- Green times-parameter change in the running operation
- Green wave-parameter change in the running operation
- New-programming without shutdown of the system



**Mast distributor device EPB 48 Slave**



**Tallness building site in Cologne: equipment with intersection control device EPB 48 multiprocessor**

### NEW Lightning Arrow L 8-2-AL NEW

As of now the lightning arrow type L 8-2-AL is available in a new considerably more inexpensive and simpler variant. This has become possible by an Aluminium-U-profile-construction as well as new control electronics.

For the connection of the lightning arrow, type L 8-2-AL two fixture systems are available:

- a) Standard fixture with axis and Connection trick toggle;
- b) Comfort fixture with axis and to three automatically arresting ones Arrow positions.

The lightning arrow type L 8-2-AL is standard for 12 volt and 24 volt company with dusk automatic (day/night adoption), standard fixture, lamp protection hanger and trade-usual halogen lamps fitted out.



Optional: LED technology Comfort fixture

L 8-2-AL halogen-technology:  
Order-No. W 5193

L 8-2-AL LED-technology:  
Order-No. W 5193 L

### "Nord-Bau" Neumünster: J. Selling in the Interview

The fair mainly visited by professional audience "Nord-Bau" in Schleswig-Holstein Neumünster registered a high frequency of authority visitors mainly from the road maintenance departments of North Germany and the neighbor's countries. On the national arrangement for structural engineering and deep



construction the firm VAS Hamburg GmbH was represented as the only traffic safety service company in conjunction with our family house Peter Berghaus GmbH. Security material was shown which corresponds to the recent state of the technology as well as the in norms prescribed criteria. Above all by its

illuminating power in color extremely well coordinated attractive state of VAS Hamburg GmbH fell not least by the



application of LED modules in the eye. The equipment with audience-laden colors had also inspired a camera team from RTL. In a possibly 10-minutes interview gave head of the company Jens Selling answers on in this subject interesting questions. Besides, problems of the presently difficult financing as well as with the advertisements were also not left free. Our congratulation goes to the firm VAS Hamburg GmbH to the successful representation of the products.

### Special Offers - Used Products

#### Sweeping machine

Brand: Schoerling  
Type: F-TTV  
Construction year: 1993  
Company hours: 20 171  
Weigth: 3500 kg  
Price: 11.000,- € + MwSt.



#### Pedestrian-crossing traffic light

Brand: Peter Berghaus GmbH  
Type: FÜ - 12 V  
Construction year: 2002  
Price: 2.990,- € + MwSt.





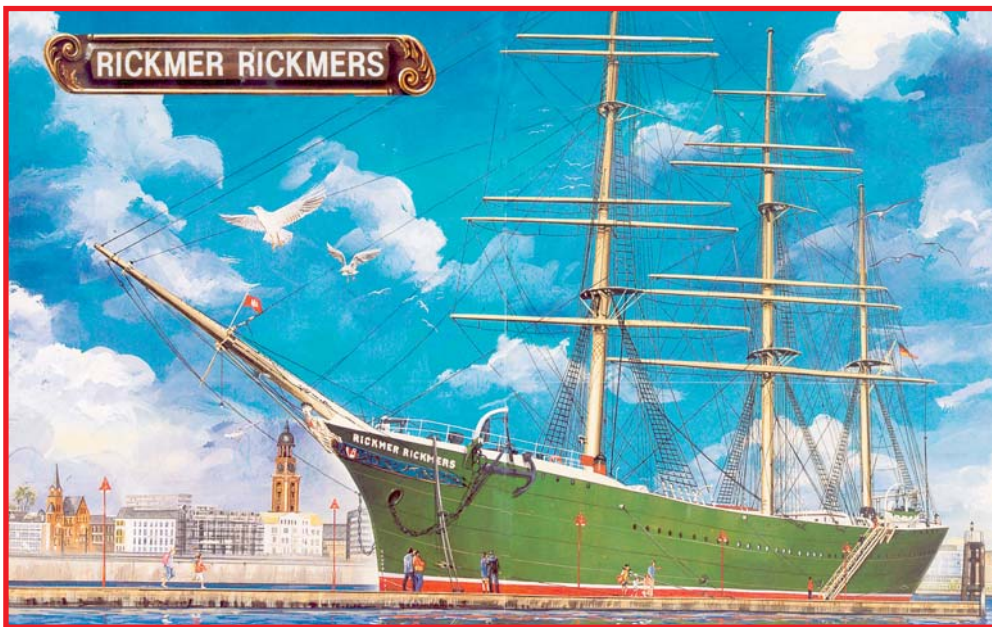
# Informationen about transportable protection equipment

## Also on high sea: We train where you want

**Why not even in such a way:**  
We were invited to 17th of June 2004 of the firm VAS Hamburg GmbH in the north. A talk on temporary steel barrier system held should it become. Namely on the Sailing ship "Rickmer Rickmers" which lies in the Hamburg harbor before anchor.

There came persons of the road construction offices of Flensburg, Lübeck, Itzehoe, Winsen, from Hamburg "Strom- und Hafengebäude", the firm Straat 1

his authority. The different authorities had often been surprised. One heard remarks such as "Oh so you do this", or: "We do completely different", "Yes, if one does this in such a way, then ...". It was interesting to hear how differently the authorities concerned this nevertheless still high-explosive subject. What was very gratifying, nevertheless: in the end some said: "From morning we will differently write out!" With it the sense of my talk was reached.



and of course from the inviting VAS Hamburg GmbH. The firm had provided for the bodily welfare very well. The special of this arrangement was that except the unusual surroundings of this miraculous old yachtsman different offices sat down to a table, was reported on a common subject and that the present persons argued together in a next discussion with it. Everybody contributed his comment always concerning

If you have once a good idea in another ambience for a talk on the application of temporary protection equipment and can mobilize in addition enough persons from the responsible authorities, I am gladly ready to come to you and to transmit my knowledge, for instance, in a morning - still free of charge. To reach me: see Harry's column (on the right).

Your's Harry Lippert

## Tenders: More and more steel barrier systems

We as a traffic safety service company - and here we think of all manufacturers and renders of temporary protection equipment - experience this year, what it means if the writing out departments take seriously their order to provide for road safety.

It is to be seen gratifying if in the advertisements more and more protection equipment is demanded which separate the building site area certainly from the highway if the oncoming traffic is separated by a stable protection wall of each other if scaffoldings are certainly protected. By our clarification work we have also contributed to the fact that what stands in the ZTV-SA is also applied in the practice and is moved. "To write out safety" is a sublime purpose. The

smashed way there is correct. We can only agree to the writing out departments and institutes and say: Farther in such a way. Even if - and this may be also said - here and because still need of information exists. We see over and over again in the tenders that protection walls are described not properly. We see that protection equipment is demanded which there is not at the market at all that concepts are used not properly or that here and because a security thinking is to be recognized which goes out the demands of the ZTV-SA or vice versa demands of the ZTV-SA not enough are realized.

It was this year in such a way that the manufacturers have bumped nearly to the borders of their capacity. Here and there

## HARRY'S COLUMN

### If security becomes the security risk

I would have to say, actually, nothing at all in addition. Look both pictures! It concerns an existing building site for the A 7 near Göttingen. In the tender one went out from a high security thinking and required for a 4:0-traffic guidance as a separation between oppositely directed traffic streams a protection wall with the containment level T3 and a working width of W3. A demand, which lies well over that what the ZTV-SA requi-



elements. Even rescue vehicles and rescue vehicles could straighten nothing, because they had no special tools. The works were concluded about 24 hours after the accident.

However, why do I write this? On both photos, you can barely know what happens with the flying concrete lumps. Where do they fly? What an risk unconcerned road users are exposed? What expenditure to renew such a wall! A repair is not possible. The defective elements must be scrapped! Steel barrier systems are also damaged by accidents,



res. These conditions fulfill at the moment only concrete protection walls. Thus a concrete protection wall with T3 / W3 was used there. Unfortunately, happen in spite of protection walls over and over again, accidents on our highways. So also for the A 7 on the 17th May as well as on the 19th August 2004. Both times damaged a passenger car which was pushed by a truck of the road, the concrete protection wall massively. Indeed the wall did not break, nevertheless, was damaged very strongly. With the first accident, nine and with the second even 14 elements had to be exchanged. The highway was fully closed at first. Then the traffic run single-track up to entire repair and the exchange of the defective



rarer, nevertheless, so strongly that they cannot be repaired. But it does not happen with steel: no lumps fly by the area. There does not become from security a security risk!



You still have questions? And so you could reach me: e-mail: [lippert@stahlschutzwaende.de](mailto:lippert@stahlschutzwaende.de) or Phone: +49 2207 9677-15 or Fax: +49 2207 9677-80

were by scheduling problem even real bottlenecks. However, well - we have seen this as a challenge and have reacted accordingly. We are prepared for the next season very well! Since where safety is demanded, "safety" should be also put up!

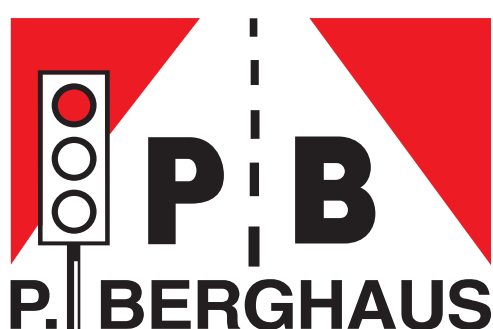
One more tip to the writing out departments:

Put questions to the industry if you are unsafe about a product or its availability. Require before the tender bases about the product desired by you. Question the BAST in Bergisch Gladbach about

various walls. This is a competent contact for you. Require an overview about all protection walls located at the market. If the BAST cannot help you, ask us. We have made such lists and are quite sure to have listed all temporary protection equipment.

Also, do not avoid winning the manufacturers for your problem solution. Use their resources of information for yourselves.

You can call us any time. See also under Harry's Column (on top).



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