

Berghaus-News

Verkehrstechnik · Lichtinnovationen

Issue 20

Juli/August 2005



Fachbetrieb und Mitglied im
Verein für Verkehrstechnik
und Verkehrssicherung e.V.



At a Glance

Contents Schedule

Page 2

- New: Cover and transport protection
- Deliveries of EPB 48 multicontroller
- Confusion and deterrence
- Rouse before obstacles
- Our joke box
Well - whether all that is true?

Page 3

- Special construction for Norway
- Which stand system is better?
- New: TL approved stands made from Aluminium
- Running light system in LED technology available

Page 4

- Harry's column:
An open letter...
- Big construction site
A 23: Itzehoe - Elmshorn
- Also here we have a better solution!
- What signifies the "crumple zone"?

German streets too badly!

Motorists of Germany complain for a long time about badly maintained streets. Just two of three motorists (61,8 percent) are in the opinion that the today's state of the streets is much worse than during the last years, reported the automobile test organization Dekra. They had questioned 1800 motorists all over the country. Mostly the town streets and local streets received the mark "badly" (63,5 percent) before the country roads (33,3), while the highways (4,4) and federal highways (6,7) still took a short-cut best of all. In the east only 45,8 percent of the drivers are in the opinion that the streets are worse; in the west there are 65 percent, reported the Dekra.

Impressum

Publisher:

Peter Berghaus GmbH
Herrenhöhe 6
51515 Kürten-Herweg

Editor: Dieter Berghaus

51515 Kürten-Herweg
Text and Layout: Hans Kirch

Circulation:

45.000 copies in German
1.000 copies in English

Printed by: Druckerei Brocker
51515 Kürten-Dürscheid

Aluminum constructions in operation



The aluminium constructions are new introduced by us in conjunction with concrete bases, are already in operation at different traffic security enterprises. The simple way of mounting is granted by the construction of the lattice mast from single elements and the high stability by the concrete bases guarantee for the system very high operator's friendliness and varied application possibilities. The elements of the latticed mast construction are free combinable. From a mast's construction with cross beam, a complete street crossing can be simple constructed just by adding the second mast.

The concrete bases are extremely stable with a weight of about 600 kg. The concrete bases shown here are varnished traffic-yellow (option).

The variation shown on the photos with cross beam was used, e.g., for the lane regulation.

Nevertheless, with this new system many further application possibilities are given:

- Signal head by intersection-signal arrangements
- Cable crossings
- Advertising banner across the street
- Sign-postings etc.



Manufacturing for customized applications

In increasing cases signal systems are required for special applications, for instance, for car parks, peat and brick



works, gravel dumps, concrete dumps and garbage dumps, an entrance and exit regulation, signalisation of the cradle regulation, majority building sites with special regulation of the working zone vehicles, special regulation of the traffic in the bridge area (see photo).

The signal arrangements can be manufactured in the voltages of 12 V DC, 42 AC and 230 V AC with special requirements and signal plans by customer wish. The operation of the systems can occur on request in the control device directly as well as over cable or radio remote control. Signal heads are available in 200 mm and 300 mm diameter normally in standard bulb or optional in LED technology. On request, signal heads are also available in the smaller 100 mm variant. Send us your special requirements and wishes. We submit an offer to you immediately.

Please, request our new prospects

Neu: Konstruktionen aus Aluminium



Strassenüberspannungsanlagen für

- Lichtraumprofile
- Kabel-, Wasser-, Rohrleitungen
- Signalgeber über der Fahrbahn
- Hinweisschilder
- Festbeleuchtungen

Stand sicher im Betonsockel



TL-Aluminium-Aufstellvorrichtungen

Durch die Umstellung unserer Produktion der Aufstellvorrichtungen auf Aluminium liegen die Vorteile für den Kunden klar auf der Hand:

- erhebliche Gewichtsersparung
- einfacherer Transport
- einfacheres Handling
- günstigerer Preis



Strassenausstattertag Hannover

This year's German "Strassenausstattertag" takes place from



21st to 22nd September in Hannover under the patronage of the Federal Minister for traffic, civil engineering and housing in Hannover. The event gives impulses for the future configuration of rules, guidelines and norms. Main focusses are: road marking, traffic protection in roadwork zones, traffic signs, support systems and tender management.



New: Cover and transport protection

Our new covering and transport protection-bonnet for 3-aspect signal heads, consists of robust, high-quality, uv continual plastic. It is conceived for all 200-mm signal heads, type Berghaus, as well as all current other types of signal heads and is fitted out for the simple and quick connection with two rubber instep hooks (one-sided barred).

Differently than with the used covers known from thin, partially translucent material the new covering and transport protection bonnet from light-impervious material surrounds the signal head completely. An unequivocal cover of the signal heads is thereby guaranteed and recognizable for all road users clearly. Our covering and transport protection-bonnets are stackable into each other and offer on the front side a surface to the information, e.g., " Out of order " or also for the advertisement.

Furthermore, the protection-bonnet can be used as a transport protection for all battery-operated signal systems as for example MPB 1/1-H, MPB 3003 and MPB 4000. Especially the application is recommended as a transport protection-bonnet for the signal system, with foldable poles performed on top.



The present cover for signal heads slipped much too often

Rouse before obstacles

In North Rhine-Westphalia the works on highway construction sites should become safer. The new warning ramps made of weather-resistant special synthetic (with integrated reflectors)



have an height of 3 cm and should rouse inattentive drivers, before they crash into the roadwork section. The road construction management of North Rhine-Westphalia is the first one, which uses these warning ramps in Germany.



The new covering and transport protection bonnet



Protection bonnet for signal arrangements with foldable pole

Advantages at the first sight:

- ▶ closed, light-impervious cover
- ▶ an simple mounting by rubber instep hook
- ▶ universal application as a covering or transport protection bonnet
- ▶ stackable
- ▶ unequivocal being recognizable of the covered signal head
- ▶ front surface for letterings
- ▶ robust, high-quality and uv continual material
- ▶ competitive in price to the simple known covers

Confusion and deterrence.



Madness in the jungle of road signs. There are quainter and mad road signs than you think. This is no miracle; nevertheless, in Germany more than 600 different traffic signs exists.

Deliveries of EPB 48 multicontroller

After we have introduced the EPB 48 on the last year Intertraffic, we could already persuade some traffic security enterprises of the advantages of the new technology. Thus the enterprises "Auf Straßen innovativ" Guido M. Hahn GmbH, Verkehrsleittechnik + Service Jahn GmbH, VAS Hannover GmbH und VBS Verkehrstechnik GmbH are partly several devices in operation. With our new control device system type

the EPB 48 multiprocessor for the master control device and the slave are inserted in steel metal cupboards of the protection kind IP 55. The wiring expenditure is diminished by the decentralized control device system about 50 percent. Material, transport and personnel expenditures are considerably reduced. The control device system EPB 48 multiprocessor is fitted out serially with the following modes of operation and addition functions:



EPB 48 multiprocessors can be steered up to 24 signal groups with maximum 48 power cards, 96 signal head fully supervised. The programming occurs about PC or laptop, controlled to an easy menu, with the Ampel-Win-program or in diagrammatic form with the new Ampel-Plan-program. The program data will transfer via a serial interface RS 232 into the controller. To the control and to proof all necessary signal-technical bases can be printed out immediately from the control device. The device technology of

Modes of operation: fixed-time-operation; fixed-time-operation or VA-operation with daily schedules or holiday programs; VA-operation with green time lengthening; VA-operation with Green on demand; on-demand operation (basic position Allred); coordinated-operation (Green wave); manual operation; flashing; dark operation. Addition functions: test operation (expiry without outside arrangement); tact wise operation (check of the signal heads on proper connection and allocation); green time parameter change in the running operation; Green wave-parameter change in the running operation; reprogramming without disconnection (shutdown) of the system. The new control device system EPB 48 multiprocessor offers a maximum in security. By the modular construction method with the recent technology the system is serviceable and oriented to future.

Our joke box



Well - whether is all that true?



A guest in the restaurant: " I already wait two hours for my five minutes steak ". Reply by the waiter: "You are glad that you haven't ordered the soup of the day." *

In the auditorium of the university, two cloakroom hooks have been mounted. Above the hooks points a sign: " Only for lecturers!" Next day a slip of paper sticks under it: " But one can also hang up coats on it! " *

At Microsoft a founding's child is found. Soon it is whispered that the father Bill Gates should be. To work against this rumor, a statement is delivered by Microsoft. Three reasons, why Bill cannot be the father:

1. With Microsoft something was never done with desire and love.
2. With Microsoft it was never finished a little bit what had hands and feet.
3. With Microsoft something was never ready within nine months.

A young lady sits alone in the café. A man from the neighbor table comes over and asks: "Please forgive me, may I invite you to a drink?" "Whaaat, in the hotel?!" she squeals. "No, no, this is a misunderstanding. I wanted to invite you only on a drink." "Whaaat, in the hotel?!" it comes back again. Embarrassingly touched the young man looks round and disappears in the last corner.

After a short time the young lady comes to him: "Excuse the scene from just now, but I study psychology and examine the human restrained ways in unexpected situations." The young man looks at her and then he shouts shocked across the whole bar: "Whaaat, 250 Euros?!".



Special construction for Norway



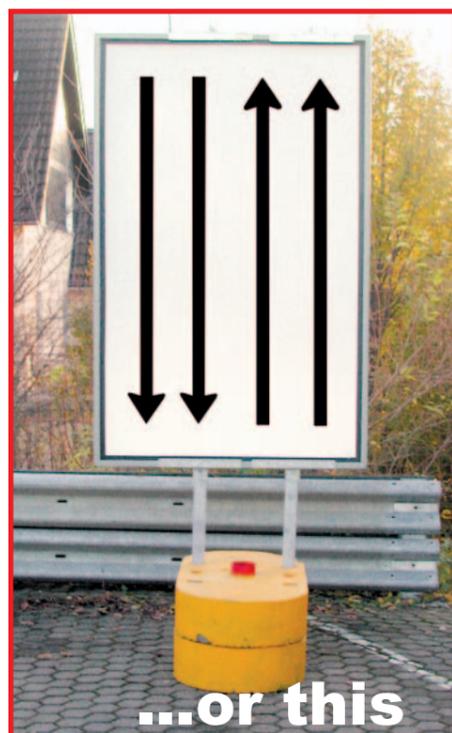
On request of a customer from Norway we have formed the pole of the traffic light system bendable. The complete traffic light system can be thereby transported also in the minibus or van. Because, however, also all parts are separable like signal head, pole and undercarriage, the traffic light system can be also transported comfortably in a station-wagon or van.

Which stand system is better?



This...

Seen on a roadwork site in March 2005. . .



...or this

. . . our alternative

New: TL-approved stand systems made of Aluminium

We have moved the production of our stand systems to aluminum. The advantages for you as customers are clearly on the hand: considerable weight saving, a simpler transport, a simpler handling, more favorable price. Here some examples:

- ① T-signs stand from aluminum with additional supports. For admission of poles with 40x40 mm. The stand is put into two base plates (into 40x40 mm admissions). Examined after TL-Aufstellvorrichtungen 97 to K3 with two base plates K1 - and to K4 with 2 base plates Wemas type A. Order Nr.: EE0705. Weight: approx. 4,10 kg
- ② Signs stand from aluminum with frame to admission up to 12 base plates K1. With admission for poles with 60x60 mm. Ideally for cable crossings and setting up of sign system boards. Examined after TL-Aufstellvorrichtungen 97 to 2 x K8 with 12 base plates K1. Order Nr.: EE0720. Weight: approx. 21,50 kg. Protection hanger for aluminum stand (to the fulfillment of the TL necessary) to additional protection of the base plates. Order No.: EE0721. Weight: 2,50 kg
- ③ Signs stand from aluminum with frame to admission up to four base plates K1. For the admission of poles with 40x40 mm. Examined after TL-Aufstellvorrichtungen 97 to K5 with two base plates K1 - and to K8 with 4 base plates K1. Order No. EE0750. Weight: approx. 15,00 kg. Protection hanger for aluminum stand (to the fulfillment of the TL necessary) for the additional protection of the base plates. Order Nr.: EE0751. Weight: approx. 2,00 kg.
- ④ Signs stand from aluminum with frame to admission up to 10 base plates K1. With admission for poles with 60x60 mm. Ideally for cable crossings and setting up of traffic sign boards. Examined after TL-Aufstellvorrichtungen 97 to K8 with 10 base plates K1. Order Nr.: EE0730. Weight: approx. 17,60 kg. Protection hanger for aluminum stand (to the fulfillment of the TL necessary) for the additional protection of the base plates. Order Nr.: EE0731. Weight: 2,10 kg.
- ⑤ Signs stand from aluminum to the admission of poles with 40x40 mm. Signs stand is suitable to the admission of base plates. Ideally for city applications with cramped place relations. Examined after TL-Aufstellvorrichtungen 97: to K1 with a base plate K1, to K2 with two Base plates K1, to K3 with three base plates K1, to K4 with four base plates K1. Order Nr.: EE 0740. Weight: approx. 4.50 kg.



Running light system in LED technology

Our running light system have proved themselves in the practice already very well:

a) Progressive light system type AL 12/24 V: function like in the RSA 95, point 3.2.2 (4) demanded

b) Run flashing lighting system type LL 12: for the export suitable

Both systems work with the well-known super bright LED technology of Berghaus. Both systems work without separate control devices. All lights are identical to construction.

Our new developed running light system in LED technology offer the following advantages for the user:

- ▶ up to 70 percent of stream savings opposite the present technology
- ▶ never again electric light bulb failure
- ▶ all lights are identical to construction (low {small} spare part storage)
- ▶ no separate control device or no connection box more inevitably
- ▶ Polarity reversal protection
- ▶ very fast mounting
- ▶ complete (full area) illumination of the lights

▶ able of extension up to 20 lights
The progressive light system works precisely like in the RSA 95, point 3.2.2 (4) described: " All lights switch on successively and off together and again. With darkness, a yellow long-term light must be lays under. "



Our LED running light system offer considerable advantages to the user

Information about transportable protection equipment

Big construction site A 23: Itzehoe – Elmshorn

On the big construction site of the A 23 near Itzehoe the AVS Mellingen GmbH and VAS Hamburg GmbH had the order for execution of the traffic protection for this building project.

Besides, the special challenge was the huge amount of 16.800 meters of steel barrier system of the containment level T3 / W4 which was to be mounted within ten working days.

The mounting team of the AVS solved this challenge extremely well. We needed only seven working days with merely one team.



HARRY'S COLUMN

On a word: An open letter to the tender office X.

Dear tender announcing office! We are glad that you have announced a steel barrier system for the purposes of the safety again. The traffic management companies and we as a portable steel barrier manufacturer offer the demanded



walls to you gladly. We answer your question after the construction times, which we gladly confirm to you with up to 3.000 m per day. We agree, even if we have little place for our barriers. We or traffic management companies guarantee a call readiness of 24 hours and the control-job to ZTV-SA for you. However, then it becomes already difficult by your demand of the damage recovery within a time X. If you require being within half an hour on site, then this is possible in the rarest cases. We always have to come with with great devices (truck with crane and semi trailer) in case of accidents with the barrier. For the replacement of the damaged steel barrier system, first a suitable amount of this type must be also loaded. Besides, it is no matter whether this is stored in the area of the roadwork zone or with us on the resting place. Here the servicing assembler is overtaxed. The steel construction team must go. The team is called, comes to the firm, the trucks are started and the walls are loaded. The roadwork zone has to been reached. We

often come to the accident traffic jam and then we are at the earliest after 1 to 2 hours on site. All other is unrealistic. We can block off here only together with the police and the road maintenance departments the roadwork zone so

far and protect that still nothing else could happen. Our servicing people can put up some beacons. However, the wall can be repaired only with arrival of the steel construction troop. With smaller accidents or if the wall is only lightly touched, this can be directed with relatively easy measures. With bigger accidents, we simply need more time and enough place. Thus - dear tender office - you do not lead us in temptation to have to promise to you something what is not realistic in the practice.



You still have questions?

And so you could reach me:
e-mail: lippert@stahlschutzwaende.de
or Phone +49 22 68 / 90 97-24
or Fax: +49 22 68 / 90 97-28

Also here we still have a better solution



Whether a connection with cramps (photo on top) is suitable with traffic signboards, must be strongly doubted. We think our method of touchless crossing-out with distance holders (photo on the right) is a better solution.



What signifies the crumple zone?

You know the pictures from the television: There a new car model is presented and then in test reports it is shown also gladly how this automobile crashes into a stiff obstacle. The front part is bawled out like a concertina. The passenger's cell is intact as far as possible. The driver, mostly a dummy, can leave the car nearly without injuries. The message for us is: "If I buy this car, I can feel safe, even if it should come sometimes to an accident".

A many years of development work are in this technology. The vehicle manufacturers have succeeded to form the steel so that it (in spite of high stability) can take up enough energy by deformation so that this energy is not escorted back in the car. All passenger car manufacturers have joined to this idea to the welfare and to the safety of the motorists.

To the further safety on our streets, in particular on road construction places with opposite traffic streams, mobile steel walls are used for some years. All these walls are checked by European guidelines and are valued. These are summarized into the DIN EN 1317, part 1-5. In this regulation there is a test for the collision fierceness, the so-called ASI value (= acceleration severity index), the index for the gravity of the acceleration.

What does you understand under it? Simply said: the physical load of the vehicle passengers is determined. By the negative acceleration (the car is braked according to impact corner on the protection wall more or less brutally), the vehicle passengers are flung with the head in direction of the traffic forwards.

This physical load for the body is shown in a value without dimension in the category "A" from 0 to 1 and in the category "B" to 1.4 and is determined with a crash test by electronic sensors. This value expresses the gravity of the physical load for the vehicle passengers. Up to the value 1 the physical load is to be survived without great harm, from 1 to 1.4 one must expect bigger injuries. About the value of 1.4, so one says, these loads are deadly for a person.

That what the automobile industry is testing in their crash stations, is likewise carried out in the test institutes with our protection walls with starting-up attempts.

What do both tests of the automobile industry and the protection wall industry have in common? Everybody wants to produce a stable product which should preserve the involved persons from much too great physical harms. The automobile industry has decided clearly on steel as material. We as a Steel barrier manufacturer have decided likewise clearly on steel. Both have recognized that stiff stability is not to be equated with certainty. Stability with the energy admission by distortion lets expect a survival chance for the in a crash involved persons.

Why, you think, there are no cars from concrete?



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