

Berghaus News

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"First place for Berghaus"



Happy winners wearing the Berghaus strip: "Our lads from DJK Dürscheid"

Our "Berghaus team" has won two titles this June:

The Under-7s team took part in the "Bambini" youth tournament held by DJK Dürscheid with two teams, winning both first and third place. Wearing their Berghaus strip, they proudly lined up for the photographers, presenting their cups. Congratulations!

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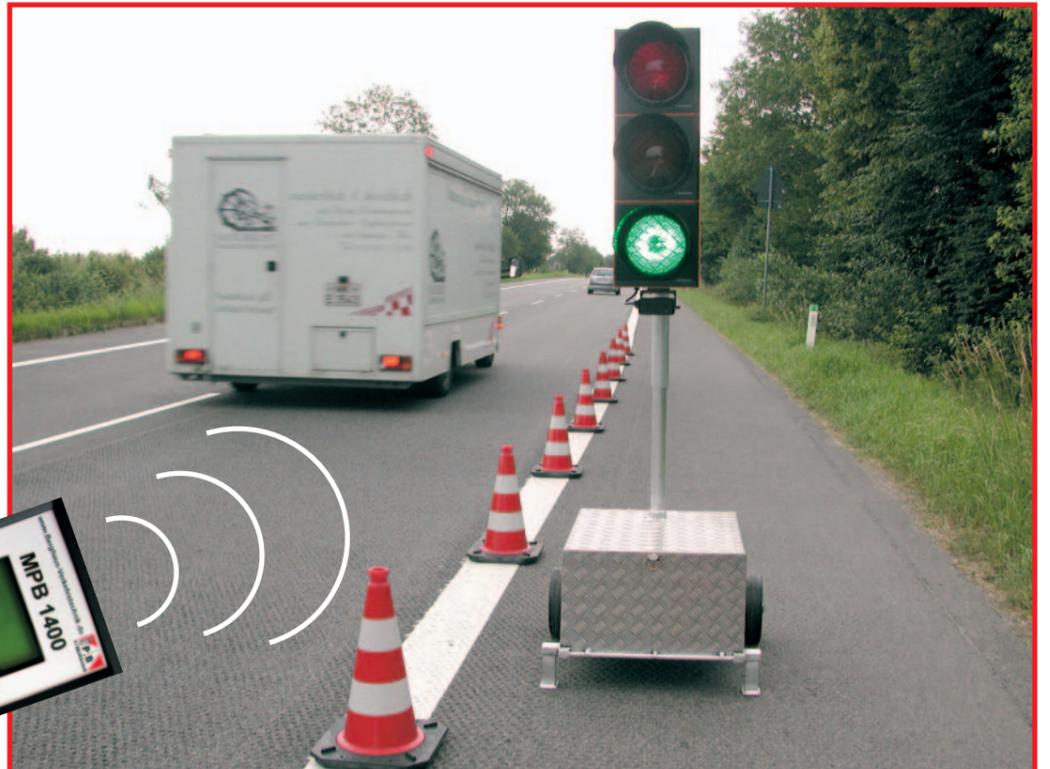
Traffic signal MPB 1400 speaks many languages

Within just a few weeks, our portable quartz controlled traffic signal MPB 1400 has become our current bestseller both at home and abroad.

In May, the system with universal use of identical components for controlling alternating one-way traffic, T-junction or cross-roads traffic, together with easy handling, convinced visitors to the INTERTRAFFIC show in Istanbul, where we presented our MPB 1400 to the trade public. Once again it was the hand box which aroused special interest.

The standard version of the system currently takes the user through the menu in eight languages (other languages possible on request). The user can thus use his own language to adjust red and green phases or select manual operation and special functions.

Whether in the standard version with halogen lights or in new LED technology,



Bestseller: quartz controlled portable traffic signal system MPB 1400 with hand box for clearly organized infrared input of signal times – as easy as using a television remote.

MPB 1400 is produced in accordance with the regulations of German VDE 0832 and RiLSA for quartz-controlled signal systems. When used for controlling alternating one-way traffic, the traffic

signal complies with type class A of the German Technical Delivery Conditions – Portable Traffic Light Systems 97 (TL-LSA).

Ask for a free offer right now!

Service Control: software update V2.2 free of charge



Traffic safety includes inspection, maintenance and servicing at least twice a day

For many years now, road maintenance authorities as public-sector clients on the one hand and construction companies or traffic safety companies as contractors on the other have relied on "Service Control" for tamper-proof, exact documentation of maintenance. The German "Additional Technical Contract Terms for Safeguarding Roadworks" (ZTV-SA) demands in chapter 7 both verification and documentation of inspection and maintenance procedures at roadworks, tasks performed by our completely secure, tamper-proof Service Control system. It provides you with sub-

stantiated proof that you have carried out the twice-daily inspection tours demanded by the ZTV-SA (or at least one inspection tour on work-free days), as well as checking the roadworks immediately following bad weather or storms.

Handwritten lists by the service engineer, without substantiated proof when needed in court or using motorway SOS phones to log on and off, are already completely obsolete.

After contact-free logging on with the roadworks chip, a permanently installed feature at the roadworks, the Service Control queries all maintenance-relevant service tasks using a dialogue procedure directly on site. Verification is provided down to the very last second after comparison with the DCF77 radio clock. The exact time and data of logging on and logging off is recorded reliably in this way, together with all performed service work. The individual inspection requirements and the work carried out are documented step by step by the maintenance engineer in Service Control, and then printed out as written

verification in the office. The Service Control system works completely independently of a PC for good reason: this rules out any possible manipulation or errors right from the start – also giving the system the necessary acceptance level.

The software update introduced by version V2.2 brings your Service Control once again completely up to date – as if you had only just bought it. After checking with us first, simply send your Service Control in to the factory, we will update it free of charge for you. You only need to pay the postage!



Reliable verification for roadwork maintenance: Service Control logs on exactly to the second to the roadworks chip, now in version 2.2.

Up, up and away: celebrating 15 years of AVS Mellingen GmbH

Mellingen: Dieter Berghaus, Managing Director of AVS Mellingen GmbH, invited business partners, employees and friends to a very special kind of company jubilee in Mellingen at the beginning of June.



Welcoming guests in true Berghaus manner on their way to the jubilee



companies to settle on a new commercial estate in Mellingen, erecting a new administration building together with a warehouse on a plot measuring 5,000 m².

Subsequently, both previously independent units were brought together again under the same management on Mellingen's new commercial estate, as AVS Mellingen GmbH. Another industrial unit for production of steel crash barriers was built on an adjoining plot measuring 10,000 m².



Aerial view of the production building, administration block and part of the storage area and hire material.

In a moving address, Dieter Berghaus expressed his gratitude to company founder Peter Berghaus and all members of staff for their outstanding work and many years of company loyalty, with 16 employees receiving awards for their long years of service. Dieter Berghaus entertained the guests with a review of the company history. 15 years ago in 1992, Peter Berghaus founded AVS GmbH in Mellingen. Initially, the company had 15 employees in Mellingen, with another 15 members of staff in the Niedertrebra branch.

While booming order books saw both parts of the company becoming independent units initially in 1995, eventually both premises became too small for the expanding operations. And so in 1998, AVS was one of the first

Today AVS Mellingen GmbH with its staff of more than 60 employees is one of the most successful traffic safety companies, says Dieter Berghaus. One main focus of company activities is the development, production and hiring out of portable steel crash barriers in compliance with national and European regulations and standards.

Another focal aspect is professional traffic safety on motorways, national and county roads, together with hiring out portable traffic light systems. AVS joined the VVV e. V. (German Association for Traffic Technology and Safety) already back in 1993.

Throughout the whole of Germany, the red AVS logo stands for exemplary traffic safety. AVS Mellingen GmbH with its bases in Ilmenau and Kirchheim belongs to the Peter Berghaus Group, together with AVS Lehrte GmbH with branches in Hanover, Hamburg and Berlin, as well as M+V GmbH in Kürten near Cologne.

During the day, visitors to the jubilee celebrations had an opportunity to go on a sightseeing flight over Thuringia's beautiful countryside. From up on high, guests thus quickly gained a good overall view of exemplary roadworks traffic safety by AVS Mellingen GmbH.

For example, major roadworks on the A4 motorway near Jena are currently being safeguarded by AVS with a 4:0 system of steel crash barriers providing the entire safety facilities, which looked most impressive from an altitude of 2,000 feet.



Roadworks inspection from a different perspective: up, up and away for visitors and staff during the company jubilee celebrations.

Subsequently, celebrations continued well into the early hours accompanied by tasty Thuringian food and drink specialities, with colleagues happily swapping anecdotes from 15 years of company history.



Many guests enjoyed the wonderful weather to celebrate with us from 11 a.m. to well into the night.

Squib: pensioners' cruise

The AIDA or "Old people's home: no thank you!"

One of these days, when I've grown old and shaky, I will definitely NOT be going to an old people's home: instead, I'll choose a cruise ship.

This idea came to me recently on hearing a speech by the German Health Minister:

In future, the average costs for an old people's home will amount to €200 per day!

I've just been on the internet to check a booking for one of the "AIDA" cruise ships, and saw that pensioners would have to pay €135 per day for a long-term cruise.

The way I see it, that leaves me with €65 per day, which I could use as follows:

1. Tips: €10 per day
2. I am entitled to at least 10 free meals if I use one of the ship restaurants, or I can even get Room Service to bring meals to my room, or should I say cabin! In other words, soon I can have breakfast in bed every day.
3. The "AIDA" has three swimming pools, a sauna and a fitness room. Various kinds of entertainment are available, together with super shows every evening.
4. The ship provides free toothpaste, razors, soap and shampoo. Washing machines and tumble dryers can be used free of charge.
5. The crew treat me like a guest, not a patient. And for an extra tip of just €5 per day, the courteous stewards and stewardesses will satisfy my every need.
6. Every week or every fortnight I get the chance to make lots of new friends.
7. Television broken down? Light bulb need changing? Mattress too hard/soft? No problem. The staff replace everything I want free of charge on the spot, and even thank me for being so understanding about it all!
8. Laundry and towels are changed every day as a matter of course, without even having to ask for them.
9. If as a resident in an old people's home I fall and break a rib, I get sent to hospital, which means that thanks to the new hospital reform, I have to pay an extra fee everyday. On the "AIDA", I get a suite for the rest of the trip and the ship's doctor looks after me free of charge.
10. I have never heard of paying passengers on a cruise ship being hassled or mistreated by the crew. This certainly cannot be said of old people's homes.

And what's best of all, "my AIDA" brings me to the Mediterranean, Africa, South America, Asia, Australia, Japan or wherever else I wish to go.

So in future, don't look for me in an old people's home, but just place a shore-to-ship call. On the AIDA, I not only save €50 every day, I don't even have to put money aside for my own funeral! All I ask is to be tipped over the railings. It costs nothing at all.

Want to join me? If we can get enough colleagues interested, we could even book a whole deck!

AIDA, the best way to spend your old age!

New system for large signs from M+V GmbH

For some time now, M+V GmbH from Kürten has been successfully using the modular aluminium system for rapid, simple erection of large scale roadworks signs already presented in the last Berghaus News.

The modular components can be combined as needed on the basis of the extremely robust but still portable concrete pedestals.

Bizarrely constructed wooden structures or astonishing steel formations along Germany's roads are at long last a thing of the past. Depending on the type and size of the sign, now simply more concrete pedestals or aluminium masts are used as required.

The structural calculations for the most frequently used sign sizes and erection heights have been certified by structural engineers, so that every user can now see exactly how many concrete pedestals, aluminium square tubes or round tubes will be needed.

"One major advantage of this system is that we can now use these modular components to erect every large roadworks sign", is how Axel Keller, works manager at M+V GmbH praises the new erection devices.

Portable, modular and professional!
on the left: motorway diversion sign
on the right: roadwork sign for major roadworks in Bonn

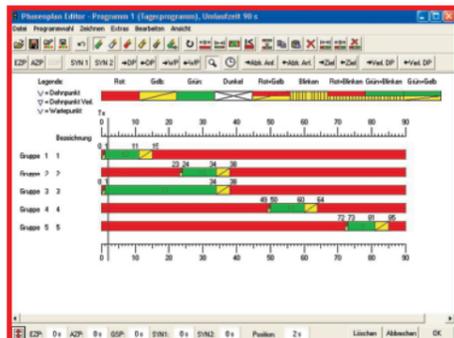
Both signs were erected quickly and easily with the new structurally tested modular aluminium erection system!

And exactly that is the main argument in favour of our new aluminium system. Just ask us for a quotation next time you need large signs!



New: Traffic light plan update version 2.10

Our "traffic light plan" software product, which has been popular now for many years with traffic safety companies, is now available in a new optimized and generally updated version which is also compatible with operating system Windows Vista. Our program now runs from the version Windows 95 b.



Clear visualization in colour: phase plan quickly produced at a click.

The basic module of the traffic light plan is used to produce clearly structured signal phase plans and other documents according to the German Guidelines for Traffic Signal Systems (RiLSA).

It only takes a few steps for example to produce intermediate phase calculations and graphic signal phase plans which can control breaches of the intermediate phases and include conflict monitoring features such as green/green interlocks. Only a few mouse clicks are needed to optimize the plans and adjust the phases or to roll the complete phase plan (e.g. to adjust by 10 seconds for progressive signalling).

The signal phase documents produced with the traffic light plan can also be used to program our signal systems in the EPB series and for our MPB 4400 system. This makes signal phase planning and programming simple and effective, all grouped together in one step.

Expansion modules are available to supplement the basic program in line with your application requirements. For example, you can have the software put together individually to suit your needs.

The traffic light plan version 2.10 which is now available has optimized the following program points.

The passage times can be adjusted separately for every calculating step (e.g. clearance of vehicles travelling straight on, clearance of vehicles turning off, clearance of trams or busses). Automatic error control has been implemented for importing program data produced with Ampel-Win.

Details are now shown conveniently on moving the mouse over the various features. For example, important values and information can be shown specifically, including reading off the extended green phase or the synchronous point.

If the PC is used by different users with Windows user accounts, the settings and data of the traffic signal plan program can now be managed according to the various users.

You too can keep your traffic signal plan for producing signal phases completely up-to-date: just call us for your low-cost update, which is already reserved for your serial number.

Portable telescopic LED flash lights

Conspicuous warning lights play a vital role in early perception of accidents, hazards or roadworks. Corresponding warning lights can draw the attention of road users specifically to the changed traffic situation. For many years now, portable warning lights have been part of the basic equipment for road maintenance vehicles, police, customs, the THW (German Federal Agency for Technical Relief) or the fire brigade.

The use of LEDs has increasingly become commonplace in traffic technology. Their low power consumption levels, long service life and constant brightness, even when the battery voltage starts to fail, make LED extremely expedient lamps particularly for portable warning lights operating independent of the mains power supply.

Thanks to the fully variable aluminium telescopic mechanism which can be adjusted to heights of up to 1 m, the new LED flash lights clearly show all road users the way to go and are visible for miles around. Altogether 80 high-power LEDs produce a very intensive warning light but without any glare. The lens with a large diameter of 210 mm consists of a honeycomb pattern of special individual lenses for optimum luminous intensity. Every light can be changed over internally by the user from a single flash to the more conspicuous double flash. The lower part of the light includes the battery compartment for four com-



Stable LED flashlight is adjustable in height to achieve an optimum effect.

mercially available 6 volt block batteries. The large base shaped like a small beacon base plate weighs 5 kg to ensure that the light stands securely.

On request, the portable telescopic LED lights can also be supplied as a cordless self-synchronizing running flash light system, or with conspicuous blue LEDs for use by the emergency services.

Built-in right of way for busses



Standard feature not only at permanent traffic lights: public transport vehicles also have right-of-way at our portable traffic signal controllers. Progressive signalling now an automatic feature in roadworks.

In roadworks, diversions or temporarily changed road layouts, portable traffic signal systems by Peter Berghaus ensure that public transport vehicles do not get held up in the traffic!

It goes without saying that what is meanwhile almost a standard feature at permanent vehicle-actuated traffic lights in large towns and cities is now also conveniently available with our portable crossroads controllers: progressive signalling for public transport vehicles on approaching the portable traffic signal.

In order to cope with a temporary timetable change lasting for a full twelve months, a city in North Rhine-Westphalia was looking for a manufacturer of portable traffic signal systems whose controllers can fulfil the stipulations for giving right-of-way to public transport vehicles. This referred in particular to permitting various bus routes to pass through a narrow underpass without being delayed. These bottleneck traffic signals should be automatically activated and deactivated by the public transport vehicles, while individual traffic on this section of road is held back as long as the bus function is activated. In stationary situations, radio telegrams (R09.14 – R09.16 as per VDV standard) are used in cities and by integrated public transport

systems for controlling barriers, bollards, automatic vehicle stopping features, points mechanisms etc. To this end, public transport buses and trams are equipped with radio devices controlled by the vehicle computer. Data telegrams are emitted at defined reporting points with information about the position, route, course, destination, vehicle type, priority etc. This information can be used for various different tasks, as in our particular case for influencing traffic signal systems.

This system already fitted in the vehicles is simply ideal for activating the priority green phase at our portable bottleneck traffic signals. The light signal systems are activated and deactivated by the vehicles automatically, and even at a great distance if necessary.

Early activation of the green phase even gives individual traffic time to clear the bottleneck. When reporting points are clearly positioned, the bus can use the progressive signalling practically without having to put on the brakes, so that it can pass swiftly through the bottleneck.

Public transport vehicles always take priority in the traffic flow – your bus drivers and in particular the passengers will be grateful!

Better orientation in motorway roadworks



New arrow beacons: still an unusual sight at motorway roadworks in North Rhine-Westphalia (picture: Straßen.NRW)

If you have driven through motorway roadworks in German federal state North Rhine-Westphalia over the last few months you are sure to have seen them: so-called arrow beacons now guide road users through motorway roadworks in North Rhine-Westphalia. Particularly in lane switch zones within a set of roadworks, the new red-and-white beacons aim to give road users better guidance and support the changes in the road layout indicated by yellow

foil markings. The previously hatched beacons are now being gradually replaced in North Rhine-Westphalia.

The arrow beacons don't cost any more, because only the graphic element is changed.

Motorway roadworks bring stress for many road users. More accidents happen in roadworks than on clear sections of road.

This is why North Rhine-Westphalia's road maintenance authority uses extensive road signs to announce its roadworks.

Road users have to reduce speed within the roadworks. The limit is then usually 80 km/h, sometimes only 60 km/h. This is intended to protect the safety of road users, but of course also of those working in the roadworks, as stated by North Rhine-Westphalia's road maintenance authority in a press release.

Information about portable safety devices

M+V GmbH: Safety for the DTM



Logistics expertise required: precious little time for erecting and dismantling the racetrack on Düsseldorf's prestigious avenue "Kö".

Thank goodness there was a cooperative team spirit, as well as professional materials and well conceived systems for loading and unloading the equipment!



The service companies in the Berghaus Group keep on being offered new opportunities for demonstrating their skills. Sometimes this refers to road safety systems needed immediately after tragic accidents (e.g. following the tanker crash on the A4 motorway Wiehlal bridge) or far much happier events, as in mid April to herald the start of the German Touring Car Championship (DTM) in Düsseldorf.

Starting on Friday evening, M+V GmbH from Kürten started work on converting Düsseldorf's prestigious avenue "Kö" bit by bit into a racetrack. To guarantee the safety of spectators and racing drivers alike, a constant stream of articulated trucks delivered altogether 1,400 steel crash barrier elements T3/W4 with a total length of 2,500 m together with 125 individual concrete crash barriers. In addition, 1,400 crowd control barriers were erected on a total length of 3.5 kilometres. The racetrack had to be prepared within next-to-no time to be ready for this very special one-day event. Work began between Friday night and Saturday morning. Then as soon as the car race had finished at 6.30 p.m., our very own race against time began. All the structures were removed before

the end of the night. It goes without saying that the crash barriers have to be very easy to erect and dismantle in order to meet these time restrictions. All the work was definitely worthwhile, with beautiful summery weather for the DTM drivers to perform before a record audience right in the heart of Düsseldorf. Just one week before the first race of the season on the Hockenheim circuit, this was the second time in a row that the sporting city had been chosen as the venue for the official season presentation of the international touring car series. Records were broken not only by the weather but also by the spectators: the police estimated that around 180,000 enthusiastic visitors gathered along the temporary racetrack on the Königsallee.

Quality forum steel crash barriers

Lecture on steel crash barriers for added safety

The quality forum steel crash barriers which was announced in the last issue of Berghaus News has successfully started work. In a seminar held in Gelsenkirchen in June, Harry Lippert gave a lecture on "Motorway roadworks: steel crash barriers for added safety". The seminar "Safety in road traffic: news from research and practice" held by the Steel Information Centre in cooperation with the Quality Association Steel Crash Barriers e.V. presented the latest developments in regulations when it comes to selecting and using safety equipment in road traffic, with their effects on practice. For many years, steel crash barrier systems have been used successfully as stationary or temporary passive safety devices in road traffic. Their high rupture safety levels with relatively slight risk of injuries to vehicle occupants, together with quick and easy handling during transport and installation as well as the excellent value for money, bring tangible benefits for road users, road safety companies and public authorities. Speakers at the event, including

renowned experts from the Federal Ministry for Transport, Building and Urban Affairs, from the BAST, RWTH and North Rhine-Westphalia's road maintenance authority, spoke on issues such as traffic safety, economic efficiency and new technologies for steel crash barrier systems.

The quality forum steel crash barriers has produced a PowerPoint presentation of the mentioned lecture which is available free of charge on a CD-ROM to interested readers.

If you want to order the presentation or have any general questions or suggestions about steel crash barriers, please contact us by e-mail:

www.gueteforum-stahlschutzwaende.org



42 trucks delivered crash barriers in 48 h

AVS Mellingen GmbH was also once again given an opportunity to show just what it can do: within only 48 hours, 4 km of steel crash barriers had to be delivered and erected in position at the Kirchheim intersection on the A4 motorway.

AVS runs its own fleet of vehicles so that it was possible to keep a constant stream of articulated trucks running to the site. Each section of steel/concrete crash barrier Trio T3/W3 was unloaded on site by the truck's own crane in exactly the right position and erected with a force-fit connection. The steel crash barrier grew minute by minute. Outstanding logistics are required to produce this kind of service. One of the big advantages of Trio T3/W3 is that it can be unloaded ready assembled from the truck in long lengths. The elements measuring 10 m in



length were positioned by the truck's own crane and screwed together in next-to-no time. It also helped that the special design of Trio T3/W3 does not have to be anchored into the ground. This saves time and, above all, prevents damage to the road surface. High erection rates are guaranteed:



The AVS fleet of vehicles brings the crash barriers straight to the exact position for unloading and erection directly from the truck.

the roadworks at Kirchheimer intersection were fully equipped with altogether 4,000 m of steel crash barriers from 42 truck loads within just 48 hours.



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