Berghaus-News

Traffic Technology · Mobile Crash Barriers

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P.B BERGHAUS

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

At a glance

Contents

New issue: Sign Scout

Practical aid to go in your pocket

The second issue of the popular sign scout consists of 48 pages with all current hazard warnings, regulatory signs, advisory and additional information signs of the Road Sign Catalogue in the Road Traffic Code (only available in German). The extremely handy, clearly arranged format presents brief descriptions of all the road signs with around 400 coloured illustrations and the corresponding sub-numbers.

Ask us for your personal Sign Scout now **free of charge!**

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Export hit: mobile traffic light MPB 1400

Already back in April our **new mobile traffic light MPB 1400** met with great resonance at the INTERTRAFFIC in Amsterdam. Together with many customers from our home market, this innovative traffic light appealed in particular to our export customers. Convinced by simple operation in their own language and impressed of course by the low price, the first orders were placed already during the trade-fair. Within just a few months, well over **500 traffic lights have been sold**, making the new MPB 1400 a sales and export hit.

Convenient and easy for all users to understand straight away: the hand-held terminal of MPB 1400 guides users simply through the menu in twelve languages and then programs any number of traffic lights by infrared connection.

Together with many German customers, we have also made deliveries to Belgium, Denmark, Estonia, Finland, France, Ireland, Italy, Croatia, Luxembourg, New Zealand, The Netherlands, Austria, Poland, Singapore, Slovenia, Spain, Turkey, Hungary and Cyprus. When used abroad, the MPB 1400 can naturally be found controlling more than alternating one-way traffic systems: with its always identical signal heads, it is also ideal for T-junctions and crossroads.

Berghaus traffic light systems also take care of road safety at road works at the "other end of the world": here for example at road works near Auckland in New Zealand at the end of September.
Photo: International Safety Products, NZ

All settings are adjusted conveniently using a coded infrared remote control that is protected from third-party interven-tion. The customer can be guided through the menu in the language of his choice, whether German, English, French, Italian, Spanish, Dutch, Portuguese, Polish, Estonian, Finnish, Hungarian or Turkish. Other languages are possible on request. One single handheld terminal can be used to program any number of identical signal heads. The handheld terminal queries the necessary parameters in a dialogue with the user, making the procedure conceivably simple: just enter the red and green phases of up to 999 seconds separately for each traffic light, transfer the data, and that's it!

It goes without saying that in addition to quartz operation it is also possible to adjust "manual mode" with "continuous red", "continuous green", "flashing amber" as a warning and "lamps off" – ideal for example when felling trees or in special traffic situations needing manual intervention in the traffic lights.

MPB 1400 – the low-cost traffic light for many applications with easy operation that everyone can understand!

Traffic light training 2009: register now!

In recent years, far more than 1,200 "traffic light experts" from road maintenance depots, authorities, construction companies and those responsible for traffic safety attending our courses have found out how worthwhile good training is.

And so of course we will be offering our popular traffic light training courses again in **February** and **March 2009**, providing participants with necessary basic know-how about traffic light systems, making reference to the German statutory regulations, e.g. in the RiLSA, the ZTV-SA and the TL-LSA 97. The course looks at practical examples for drawing up signal timetables and how to implement these phase plans in the traffic light controllers.

"Swotting" for road safety: participants at our traffic light training course last year in Kürten

Course I is ideal for beginners or users of mobile traffic light systems for alternating one-way, T-junction or crossroads traffic situations. For those with more advanced knowledge, course II works on the basis of the know-how from course I and consists of a user seminar for crossroads system controllers. Learn the simple graphic procedure for drawing up signal timetables with our "Ampel-Plan" program and how to implement the resulting phase plans in your controllers with "Ampel-Win". All course participants receive the latest updates, free of charge, for "Ampel-Plan" (from 2.10 to 2.14) and "Ampel-Win" (3.14) with extended functions.

It is therefore our pleasure to invite you to attend our courses in **Kürten, North Rhine-Westphalia** in week 7, 2009 or in **Mellingen, Thuringia** in week 12, 2009.

Take up this chance and have your service staff trained. You need well qualified staff who have received specific initial and advanced training to keep pace with the high standard of signal technology and rapid on-going developments. Our registration flyer is now available on our website:
www.berghaus-verkehrstechnik.de
(Unfortunately, all training courses will be held in German only.)

Course 1 lasts two days and deals with the following topics:

Day 1:
- Brief explanation of ZTV-SA, TL-LSA and RiLSA
- Calculation of signal phase plans for alternating one-way traffic systems
- Implementing the phase plans in signal systems MPB 3200 and MPB 4400
- Fault-finding and troubleshooting

Day 2:
- Calculation of signal phase plans for T-junction and crossroads signal systems using the "Ampel-Plan" program
- Implementing the phase plans in signal system MPB 4400
- Instructions on using the SMS remote monitoring system

Course II lasts two days and deals with the following topics:

Day 1:
- Explanation of RiLSA, TL-LSA
- Writing signal timetables with the "Ampel-Plan" program
- Implementing the signal timetable in controllers EPB 6000 S, EPB 2400 and EPB 12 together with EPB 48
- Instructions on using the SMS remote monitoring system

Day 2:
- Programming with the new "Ampel-Win" program, version 3.14
- Practical applications for controllers EPB 6000 S, EPB 2400 and EPB 12 together with EPB 48
- Analytical fault-finding and troubleshooting
- Video detector with presence detection

"M+V" becomes "AVS-Overath" on new premises

AVS in Overath: the company now has its own new site covering 21,000 m² with plenty of space for company vehicles and to store the comprehensive rental equipment for traffic safety. View of the premises and buildings on going to print at the end of October

For nearly 25 years now, our subsidiary M+V GmbH in Kürten-Eichhof has been known way beyond the Cologne region for its exemplary traffic safety services.
Mobile traffic lights, diversion signs, temporary road signs and traffic signal plans, mobile warning trailers, road barriers, construction site lighting and much more besides, together of course with many miles of mobile crash barriers, are delivered from here to roads and motorways throughout North Rhine-Westphalia.
1 January 2009 will be the big day: AVS Overath GmbH will be "born". M+V is changing its name to join forces also in name with AVS-Verkehrssicherung: a strong network with meanwhile nine service stations and far more than 200 skilled service technicians throughout the country.
At the moment, construction work is in full swing for the new buildings in Overath and progress can be seen every day. With 21,000 m² for storage, AVS Overath will now have sufficient space available, which was not the case in M+V's previous site in Kürten.
Overath is about 25 km east of Cologne in the Bergische Land and has direct access to the motorway A4. Together with the lack of space in the old site, it was this easy motorway access that was one of the main reasons for moving to Overath, a great improvement on the 30 minutes needed to get to the motorway from the old premises. Time that the teams from AVS Overath can now invest in service instead. Which is why customers will also benefit from the move and now look forward together with the staff of the new AVS Overath GmbH to a stronger and more flexible partner who will also have recourse to AVS's extensive range of rental equipment.

Thanks and goodbye M+V Kürten, welcome AVS Overath!

New Managing Directors

As of 1 January 2009, two new Managing Directors have been appointed to our service subsidiaries in the AVS Traffic Safety Group:
AVS Overath GmbH will be led in future by

Master Electrician **Axel Keller** (43), who has been Production Manager at M+V GmbH in Kürten for many years. The change in management will be implemented at the same time as M+V GmbH changes name to AVS Overath GmbH.
At AVS Mellingen GmbH, the long-standing Production Manager Dipl.-Ing.

Reinhard Cämmerer (62) has been appointed Managing Director.
With immediate effect, Dieter Berghaus, hitherto responsible for the management of both companies, becomes sole Managing Director of AVS Holding GmbH.

New compact, universal foundation plate

Road signs, signal head masts, flood-lighting masts etc. are usually erected on concrete blocks with a weight of about 1,000 kg that act as standing surface. However, these blocks need a forklift truck or crane to be positioned.

We have developed a new foundation plate based on an aluminium frame. Thanks to the modular design, it will make it possible for just two people to erect road signs measuring up to 6 m² in size without any heavy-duty equipment, in next-to-no time. The basic element always consists of the foundation plate which can be built up in stages and combined at will. The number of foundation plates depends on the size and required erection height of the particular sign and is stated in the **statics test** table.
The special advantage in erecting road signs or road works information signs in this way is that the signs are protected by peripheral aluminium tubes that can be adjusted to the height and width of any sign size. The required erection height is also fully variable. This results in universal possibilities, even for otherwise unconventional sign sizes.

RSA information sign stands securely in foundation plates

New foundation plate with a fitting for a 100 mm round tube (RSA sign system), openings 40 x 40 mm and 60 x 60 mm for poles and a 50 x 50 mm fitting for bracing (RSA sign system) and a special pole opening turned through 45°. This means that the foundation plate is always positioned lengthwise to the roadway, while the road sign is turned through 45° to put it in the optimum position to the roadway (picture on the right).

Partner for crash barrier ProTec 120 in Austria

ProTec 120 on the Inntal motorway (A12) in Innsbrucker Land in Tirol (Austria)
Photo Fa. Wieser Ges.m.b.H, Wals / Österreich

Following the great success of ProTec 120 in the German market, we have also started exporting the mobile crash barrier. Already in April during the official trade-fair presentation of ProTect 120 at the Intertraffic in Amsterdam, great interest was shown in our new, extremely compact mobile crash barrier by foreign authorities and companies. Interesting talks were held and many contacts made in various countries, thus making ProTec 120 known way beyond the German frontiers. We are very pleased to have found a competent sales partner in neighbouring Austria who we are sure will be a qualified partner for mobile crash barriers: Wieser Verkehrssicherheit Ges.m.b.H with headquarters in Wals near Salzburg and a branch in Zirl near Innsbruck in Tirol. Wieser has been well established on the Austrian market for years; the company has an efficient team, provides plenty of experience in traffic safety in and at motorway road works and maintains excellent contacts to authorities and potential customers.
In addition, Wieser has made a name for itself through road safety courses and offers corresponding logistics capacities in order to react swiftly, which we felt was most important.
Wieser is not a new customer for us and our companies have enjoyed good contacts for years. We have already cooperated successfully in the past with regard to rental crash barriers. And so this year we have entrusted Wieser as our partner for all of Austria with exclusive sales (rentals and sales) of mobile Berghaus crash barriers. We are sure that in Wieser we have chosen the best partner in Austria for our mobile crash barriers.

Traffic light software updates

Our software product Ampel-Plan which has been popular with traffic safety companies for many years has now been further optimized for our customers. We are therefore offering our customers a free update from version 2.10 to 2.14 as from January.
The Ampel-Plan basic module is used for simple compilation of signal timetables and other documents according to the German Guidelines for Traffic Signal Systems (RiLSA). For example, in just a few steps it is possible to put together interim time calculations and graphic signal time-tables with control of interim time infringements and conflict monitoring such as green-green interlocking.
You can adjust the plans just by clicking the mouse and adjusting the times or rolling the complete phase plan (e.g. to adjust the green phase by 10 sec.). The passage times can be adjusted separately for each calculation process (e.g. vehicles going straight on, vehicles turning the corner, clearing trams or buses).
The signal time documents drawn up with Ampel-Plan can naturally also be used to program our signal systems in the EPB series and for our MPB 4400 system. Signal time planning and programming is thus merged into one simple and effective step.
Among others, the new Ampel-Plan version 2.14 has optimized the following program points:

- Automatic control of the interim times in the transitions from the switch-on and switch-off programs to the switch-on and switch-off time in the signal time-table
- Automatic control of correct programming for extended and waiting points, synchronizing points and switch-off and switch-on points
- Extension of the Ampel-Plan software for programming the new crossroads controller EPB 12

Various extension modules are available in addition to the basic program, depending on your application requirements. In this way, you can configure the software to suit your needs. Newcomers can request a free one-day activation of the program to become familiar with the Ampel-Plan. Simply download the software (only available in German) from **berghaus-verkehrstechnik.de** install it on your computer and ring us up to ask for the activation code. The updates for the new Ampel-Plan and Ampel-Win versions will probably be available as from January 2009.
Our tip: please also update your software Ampel-Win free of charge to Version 3.14. This then means that you have the best possible scope of our software at your fingertips.

Clearly visualized coloured structure: phase plan produced quickly with a mouse click.

The switch-on program is then put together with an excerpt from the phase plan ...

... this naturally also applies to the switch-off program; this makes programming even easier!

95 years in the service of traffic safety

Together they look back on 95 years at Peter Berghaus GmbH. From left to right: Dieter Berghaus (25 years), Karl-Heinz Bockeloh (20 years), Fred Keutmann (20 years), Managing Director Ralf Gressler, Rolf Riechert (15 years) and Reinhard Beyer (15 years with the subsidiary M+V GmbH, unfortunately not on the picture as he was away on business)

At the end of September, Peter Berghaus GmbH celebrated a total of five company anniversaries. All members of staff gladly followed the invitation extended by the company management together with the colleagues from the subsidiary M+V GmbH to partake of a lavish buffet and celebrate together in the "Zur Linde" pub in Kürten-Spitze.
Dieter Berghaus looks back on 25 years in our company group. He started his career with Peter Berghaus GmbH back in 1983 as apprentice electrician; meanwhile he is Managing Director of the AVS Verkehrs-sicherungs-Gruppe and shareholder in Peter Berghaus GmbH.

It was 20 years ago that Fred Keutmann also began his electrician's apprenticeship at Peter Berghaus GmbH. Today he is responsible for the Repairs and Development Department. Many innovative ideas are put into practice in his workshop.

Karl-Heinz Bockeloh is also an electrician and has worked for Peter Berghaus for 20 years. Meanwhile he is Sales Manager for Berghaus lighting innovations. His tasks today include the planning and implementation of Christmas and party illuminations and light decorations for companies, on roads and public squares and places.

All goods leaving our company by parcel service or transport companies to be sent out into all the world will have passed through his hands first: for 15 years Rolf Riechert has been responsible for the Dispatch Department so that he is the right person to speak to on all matters related to incoming and outgoing goods.

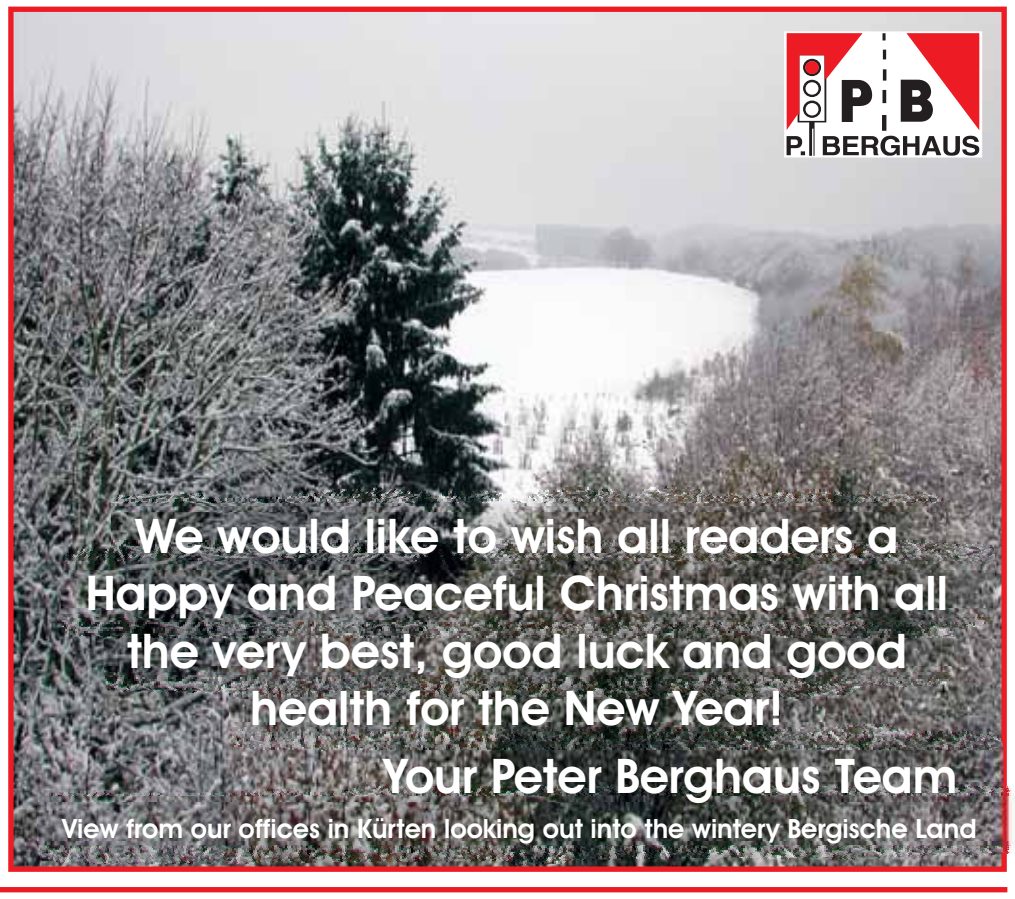
Reinhard Beyer has also clocked up 15 years with our subsidiary M+V GmbH (renamed AVS Overath GmbH as from 1 January 2009). As "Technical Site Manager for Mobile Crash Barriers", he is responsible for logistics planning for the deployment of mobile road restraint systems. He is in charge of the erection work on the construction site and thus for correct implementation "from the planning documents onto the road".

All 5 received gratitude and acclaim from the management and colleagues alike. And so the evening quickly passed into the more relaxed part of the proceedings with one or other glass of draught beer. This gave all and sundry plenty of time to swap anecdotes from "95 jubilee years" amongst their colleagues.

New traffic signs for our roads?

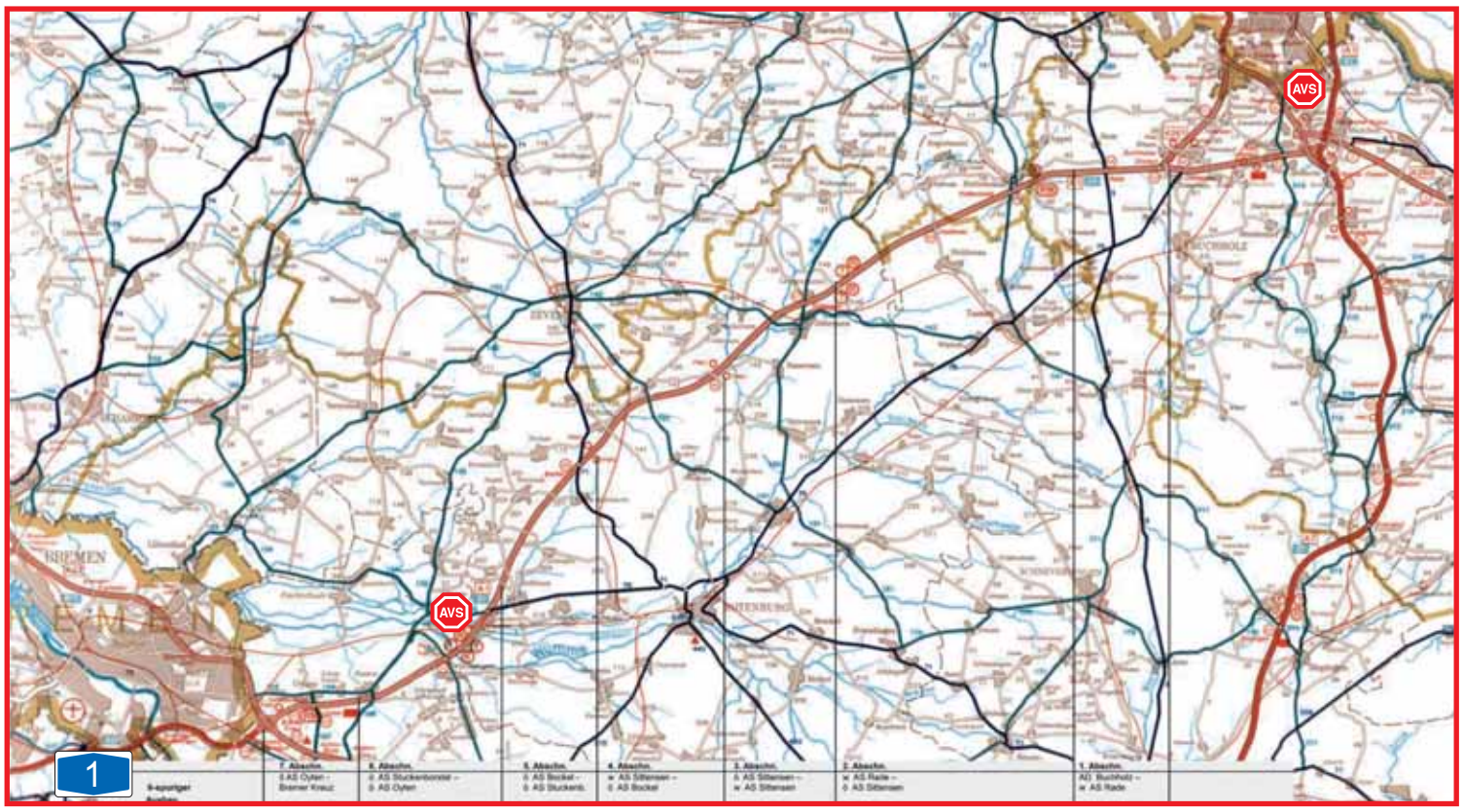
Will we soon be seeing such curious signs on German roads? "Waitresses Crossing", "Caution, Collapsing Buildings" and "Walking Speed for Trucks"?

Seen in Zierikzee (The Netherlands) by our reader Dr. Kemnitzer from Netphen



AVS: new Bremen branch for "Projekt A1 mobil”

The motorway A1 between the Buchholz Interchange and Bremen Junction is being improved so that it will have three lanes in each direction. The work is to be implemented on the basis of a public-private partnership (PPP) as a so-called "A-model". Following the A8 in Bavaria (Augsburg to Munich) and the A4 in Thuringia (Hessian border to Gotha), the development of the A1 in Lower Saxony will be Germany's third PPP project for the Federal Ministry of Transport, Building and Urban Affairs, and the largest of its kind hitherto.
On 10 June 2008, the Lower Saxony State Authority for Road Construction and Transport awarded the development of the 73 km section of the motorway A1 between Hamburg and Bremen to a private consortium, the "Projektgesellschaft A1 mobil". The license runs for 30 years, beginning on 4 August 2008.The Hamburg branch of AVS Lehrte GmbH has been commissioned by the "Projektgesellschaft A1 mobil" (which includes the building companies Bilfinger + Berger and Johann Bunte together with the English investor John Laing) with the entire road safety measures for the construction work of the A1 build-and-operate scheme.



All construction sites involved in the 6-lane development of the motorway A1 Hamburg to Bremen at a glance, with AVS Traffic Safety Hamburg and Bremen branches.

Picture made available by Lower Saxony State Authority for Road Construction

The construction work is to be found on the stretch of the A1 between km 27 and km 99.5. The motorway A1 is being turned into three lanes in each direction along this complete 73 km section between Buchholz Interchange and Bremen Junction. The work will be carried out in 13 sections, with up to seven construction sites in progress at once. This presents AVS Lehrte GmbH with a very interesting challenge that also makes great logistics demands. In peak times, demand for huge volumes of material can be expected, e.g. 42 km of mobile road restraint systems to cover seven traffic control systems each about six km in length. Given the size of the work involved and the project period of about four and a half years (work is scheduled to be completed by December 2012), Managing Director Jens Selling has decided to set up a further AVS branch in Sottrum (at the Stuckenborstel exit from the A1), to be known as the branch “Bremen”.
Additional qualified staff have already been hired and site manager Ann-Marie Barovic in the new Bremen branch will be devoting all her skills and energy completely to the PPP project for the motorway A1.
New purchases have been made for all the vehicles and road safety equipment that will be necessary for the A1 motorway project in order to live up to the high demands made of AVS as North Germany's leading traffic safety expert.
Similarly, the use of new materials also in the Bremen branch will further warrant the high quality standard of AVS Traffic Saftey. In view of the fact that no material has had to be taken from other branches, the outstanding traffic safety performance capability is also fully preserved in the other nine AVS branches in Germany.

Your No. 1 Service Provider: AVS Traffic Saftey Group

End of the debate: To anchor or not to anchor?

The Federal Highway Research Institute (BASt) has published a list on the internet of all mobile road restraint systems that have been successfully tested according to the TL Portable Road Restraint Systems 97 or appraised by the BASt. According to the BASt, the list is to be updated again at the end of the year.
This list (only available in German) can be downloaded from the BASt website **www.bast.de** under *Qualitätsbewertung/ Listen/Straßenausstattung* as “Liste nach TL-Transportable Schutzeinrichtungen” (List according to TL Portable Road Restraint Systems).
The list features all portable road restraint systems and their areas of application according to ZTV-SA.On the basis of the planning data, the list also shows users, tendering authorities or building site supervisors whether the crash barrier was anchored at the moment of impact or not. This point is a fundamental element of passing the test and has to be repeated when erecting the corresponding system. In order to avoid the need for any discussions at all about the vital need for anchoring at the erection site, Berghaus's current portable road restraint systems always undergo the impact test **unanchored** pursuant to DIN EN 1317-2.

Tested in unanchored state: crash barrier systems ProTec 120 (left) and Quadro T3/W3

The outstanding test results almost speak for themselves: both **ProTec 120** and **Quadro T3/W3** have passed the tests for containment level **T3** with small effective range **W2** or **W3** in free-standing state.
Both systems are convincing with an **ASI value** of **0.3** (**A**) This warrants that the crash barrier clearly absorbs the impact energy which would otherwise have a hefty impact on the passengers of an accident vehicle.
It goes without saying that other transition elements are available for force-fit connection of our mobile crash barriers to other systems or stationary crash barriers. And so our ProTec 120 and Quadro T3/W3 offer road users optimum T3 protection – regardless whether erected without anchoring or as part of a force-fit connection.