

Berghaus-News

Traffic Technology · Mobile Crash Barriers

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New AVS jerseys in Berlin-Charlottenburg



The girls C-hockey team of SC Charlottenburg from Berlin was completely re-clothed in September since they have now outgrown the AVS-jerseys from a year earlier.

The AVS managing directors Jens Selling (AVS Lehrte GmbH) and Dieter Berghaus (AVS Holding GmbH) did not want to miss out and handed over the jerseys personally to the sports club team in Berlin.

We wish our AVS-team of SC Charlottenburg continued success!

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Peter Berghaus GmbH is part of AVS Holding GmbH.

Our lightest crash barrier: ProTec 50



Successful impact test by TÜV South / Munich – tested without anchoring in the ground.

Mobile crash barriers in construction areas significantly improve road safety. Their guiding effect protects motorists against lane departure and driving into oncoming traffic. They also contribute largely to work safety on construction sites.

The new mobile crash barrier ProTec 50 with a planning-related width of 10 cm and a weight of only 28.7 kg per meter is the most recent addition to the proven portfolio of ProTec products. This inclusion to the ProTec family is currently our most narrow and lightest mobile safety device and is based on the well-known benefits of the tried and tested ProTec 100/120/160 systems. Due to the small space required the ProTec 50 is ideal for the ZTV-SA-D area of application (between opposing traffic flows) and also due to its effective range W2.

An overview of some of the specific advantages pertaining to the mobile crash barrier ProTec 50:

- Successful impact test (without anchoring in the ground) and KLB-test

- Test-No. ProTec 50 for T1: X82.04.M08 for KLB: S82.05.M08
- Favorable effective range W2 at containment level T1
- Safety for vehicle occupants is very important: lowest ASI value "A" is satisfied
- Narrow planning-related width of just 10 cm - foot width 24 cm
- 6 Meter overall length per element for economic transport
- Low net weight of only 28.7 kg per meter allows a high transport volume per truck
- With a simple loading tool quickly unloaded on the spot in a single step, positioned and then mounted with only one bolt
- Rubber-based stands provide optimum protection for the road surface
- Extensive water drainage of 5 meters for each 6 meter element

Regardless of the application area - with mobile crash barriers from the ProTec family you are always on the safe side!



Lateral tipping limitation (KLB) test with the dilatation element for length compensation if required on the right.

Mobile congestion warning signs with LED

Informing road users with active mobile LED variable message traffic signs, which can influence the traffic depending on the situation, make sense directly before and inside of the construction areas.

Our partner company, MIS GmbH also provides mobile congestion warning signs - rather than static prism signs - in bright light and flexible LED technology for rent. Fully automated, the special detectors (measuring cross sections) of our mobile LED congestion warning signs continuously monitor the number of cars and trucks and their speed. The parameters resulting from this data such as the density of traffic and the current level of congestion are continuously calculated and signaled immediately if necessary via the warning signs (display cross-sections) using bright light.

The signs are easy to read from far away as "risk of congestion" or "congestion." This dynamic and effective technology warns road users early on and in real time if there is congestion ahead, e.g. at a construction site.



Equipping a construction site with LED congestion warning signs from MIS.

Of course standalone measurement cross-sections (MQ) for the navigation of one or more lanes, and also combining display cross-sections (AQ) and MQ are possible. The mobile LED congestion warning signs are connected via the Internet with their own MIS traffic control center. In this way, all operating statuses, registered traffic data and the signal patterns of the signs are displayed on the web interface and monitored accordingly, including the

MIS GmbH
mobile Informationssysteme

The MIS GmbH is a joint venture of Peter Berghaus GmbH and Gerding Verkehrstechnik GmbH, headquartered in Münster.

MIS offers as manufacturer, owner and service provider, fully automated and completely self-contained mobile congestion warning signs with LED as well as with classical prism technology and mobile LED variable message signs in different sizes.

current battery status. The customer can access this information at any time via the Internet and influence, with the appropriate authorization, the automatic sequence of the individual display cross-sections even when not on-site. The MIS GmbH offers its mobile information systems to interested authorities and companies for rent on a nationwide basis:

www.mis-gmbh.com

90 Years of Know-how in Traffic Technology



Six anniversaries were celebrated simultaneously. Group picture with the managing directors (MD) from left to right: Annette Schurig (10 years), Axel Keller (MD AVS Overath GmbH), Steve Lieber (10 years), Manfred Schmitz (25 years), Ralf Gressler (MD Peter Berghaus GmbH), Thomas Lieth (10 years), Dieter Berghaus (MD AVS Holding GmbH), Andreas Heeg (25 years); Veronika Basse (10 years) was unable to attend the anniversary celebration.

We celebrated six anniversaries with a total of 90 years of service in September. In accordance with tradition these service awards were celebrated together with colleagues from our partner company the AVS Overath GmbH Traffic Safety. This time the celebration was held at the

Duerscheider Hof hotel and restaurant. Mrs. Annette Schurig has worked successfully in our group for ten years. As chief secretary of the AVS Holding she actively supports Mr. Dieter Berghaus and is also a part of the AVS trade show team.

Ms. Veronika Basse is also celebrating ten successful years. Her painstaking effort ensures that the finances of AVS Overath are always in good order. Award recipient Steve Lieber is also celebrating ten years with the AVS team. He is responsible for the commercial management of the "mobile crash barrier" product range and is our expert contact person for all questions and concerns regarding this subject. His responsibilities include cost estimation, preparation of offers and calling for tenders. He is also supported by Mrs. Schurig during the extensive preparation phase of projects. Manfred Schmitz is celebrating his 25-year anniversary this year. He is a power systems electronics technician who works for Berghaus in the electrical workshop. There, under his direction a wide range of construction light and dual warning light systems, illuminated arrows, caution blinking and flashing lights in halogen and LED technology, as well as several mobile traffic light types such as the MPB 1400 and the MPB 3400, are produced. Ten years ago, Thomas Lieth began his professional training at our company as a power systems electronics technician working his way through all of the departments of production and service. This is how he learned "traffic technology" from the ground up. Today, he not only fits our warning trailers with the necessary control electronics and light

technology for multiple purposes, he is also active in the production of mobile halogen and LED-illuminated arrows and in the production and service of our mobile MPB 4400-traffic lights as well. The award recipient Andreas Heeg also started working at Berghaus 25 years ago when he began his professional training as a power systems electronics technician. His responsibilities include not only the production of our large EPB crossroads controllers and the control of the FG-2-pedestrian unit, but also the production e.g. of components for the SMS monitoring and fire department-priority systems. Due to its extensive know-how he is often employed in other production areas as a substitute for personnel on vacation. With a short personal speech the managing directors thanked the award recipients for their longstanding commitment and presented certificates of recognition as an expression of gratitude. All colleagues joined in by extending their congratulations before the anniversary celebration gave way to a congenial atmosphere with a lavish buffet and one or more draft beers flowing from the tap. Of course, friendly get-together was also used by the circle of Berghaus and AVS colleagues for a cheerful exchange of ideas and information among professionals.

Berghaus jump-starts mobile traffic light technology

Anyone entering the business of mobile traffic light technology involving the flow of crossing traffic for the first time, or anyone wishing to modernize his existing hire pool or wanting to expand must anticipate high levels of investment:

High performance traffic light controllers, the latest 40-volt LED technology, radar detectors, video detection, traffic light connection cable, request buttons for pedestrians, blind systems with acoustic modules and tactile signal heads, SMS reporting and remote monitoring, various fixed mast systems for overhead cables with or without an arm for signal heads, and many other things for portable traffic lights that conform with the current state of technology and the requirements of the client, can be very expensive.

Over the long-run can anyone afford to refuse jobs - perhaps by major customers - or not to accept large jobs for example because the outdoor fixture available in the hire pool does not have a further traffic light controller?

Everyone knows that money is not made when the hire pool stays in the warehouse!

But what can a person do if he is currently not willing or able to invest in a traffic light controller? Rent? Purchase by installment? Financing?

We would like to help you make this decision and offer an interesting concept: You rent from Berghaus - directly from your manufacturer - a controller, for example, the "EPB 48" for up to 24 signal groups. We then credit the rental payments in full if you decide to purchase

the equipment later. Unlike a pure rental solution your money is not lost at Berghaus!

How many times have you been annoyed because the initial brief construction period planned was unexpectedly extended and it would have been much more economical in the end had you purchased your equipment instead of just renting it?

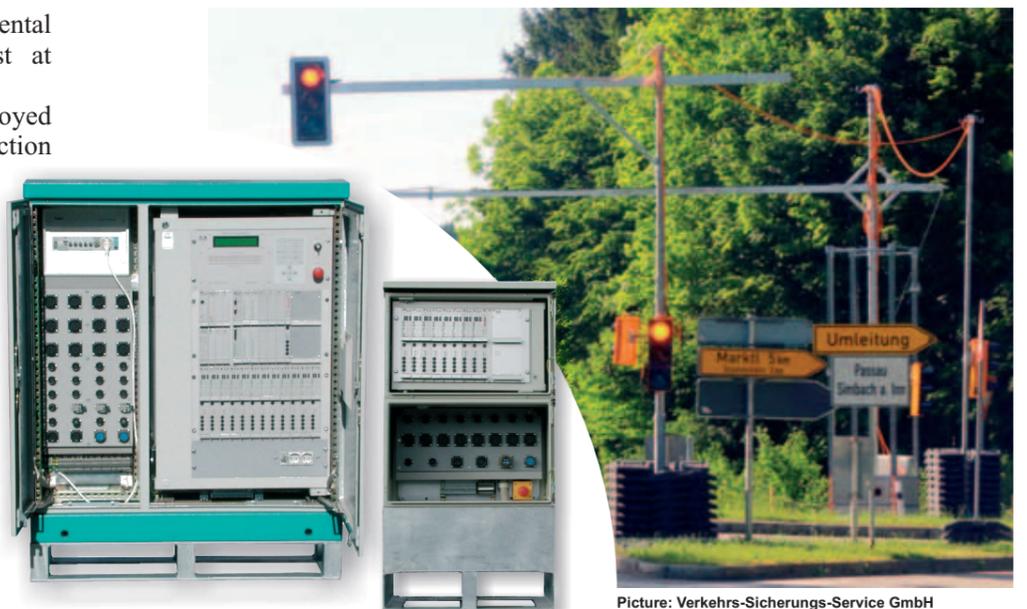
With our offer you are completely flexible and can decide during the ongoing rental period (max. of one year), on a daily basis, whether it would be better to purchase the traffic light controller. Such a purchase becomes interesting especially if the rental construction period is suddenly extended and the cost of renting increases.

With our service we not only support experienced traffic safety professionals, who have been relying on Berghaus for over 45 years, but we also want to provide initial assistance to those entering the intersection technology business for the first time.

We are happy to create the signal timetable, write the signal time program and even provide remote programming upon request.

With our offer you remain flexible, can respond immediately to large jobs, do not lose rental income, and can also decide on a daily basis whether to rent or upgrade your hire pool by purchasing your own equipment.

Please contact us, we will be happy to provide you with a customized offer!



Picture: Verkehrs-Sicherungs-Service GmbH

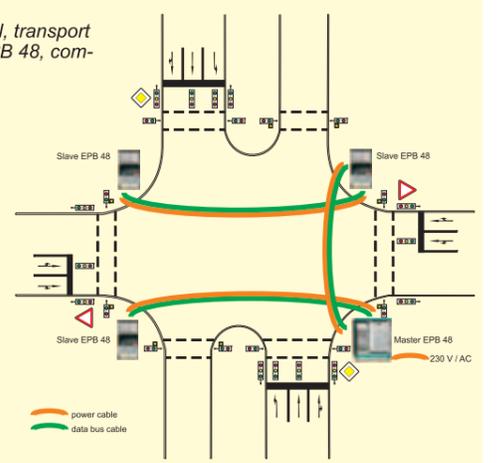
Mobile intersection control with EPB 48 master and slave control unit for up to 24 signal groups for control of 96 fully monitored 3-field signal heads. In the background our mobile mast systems with 8.70m wingspan arm at a height of 6m.

Did you know...

... that you can save considerable costs for material, transport and personnel every time you use our EPB 12 or EPB 48, compared to systems using conventional controllers?

Use of the decentralised controller system EPB 12 or EPB 48 multiprocessor considerably reduces the wiring workload (about 50%) because the entire wiring for signal heads, push-buttons, radar units and detectors **does not have to be routed and wired to a central point** as was the case up to now, but only to the mast distribution units EPB 12 or EPB 48 slave at the corresponding corner points of the crossroads.

There is no need for extensive wiring across the roads because in the new multiprocessor system, all units only have to be connected with just one single data bus cable (i.e. open ring line) and if necessary with a power supply cable. This not only saves installation time and cable lengths but also means that lighter-weight overhead road cabling systems can be used.



Register now for traffic light training 2013

As a tradition we begin the year at Berghaus with our traffic light training.

Therefore at the end of January and the end of February 2013 we will be offering our two-day seminars again. We have already trained well over 1,300 people working for the public authorities, road maintenance depots, construction companies and traffic safety professionals as "traffic light experts."

Years of experience shows us that there is great demand for the limited number of seats which are usually booked out very fast. Please register now for our training to ensure that you will have a seat!

In the two-day seminars, we provide the participants with basic knowledge regarding signal technology including the current legal requirements such as RiLSA, ZTV-SA and TL-LSA. Using practical examples we describe how to create signal timetables and practice implementing these phase plans in different traffic light control devices.

The Training Program I (always on Monday / Tuesday) is perfect for beginners or users of mobile traffic lights in alternating one-way traffic, T-junction or crossing traffic.



With a mixture of theory and practice our traffic light training provides a foundation in mobile traffic light technology. Practical applications and the exchange of professional information between the training instructors and the participants reinforce learning further.

For advanced participants we offer, based on the fundamental concepts of the first training, our Training Pro-gram II (always on Wednesday / Thursday) as a user seminar for the current master / slave crossroads controllers EPB 12 and EPB 48.

In Training II we also discuss the operation and the options available with our new pedestrian controller FG 2.

Learn how to easily create graphical signal timetables with our AmpelTool software and how to implement phase plans in your ECU as you create them.

Easy to understand software solutions for the convenient laptop programming of our mobile traffic lights MPB 4400 and the intersection controllers EPB 12 and EPB 48 are available.



Also, get to know our new hardware and software solution "Remote control / remote maintenance" for the traffic light controllers EPB 12 and EPB 48, and see for yourself, the benefits of everyday use (also see article "Remote control / remote maintenance" on this page).

We invite you to our training in calendar week 5 to Kürten in North Rhine Westphalia or in calendar week 9 to Mellingen in Thuringia.

Accept our offer and let us train your staff because good qualifications always pay off!

The registration flyer for the training program has been provided for you on our web site starting immediately:

berghaus-verkehrstechnik.de

Course I will take two days (Monday and Tuesday) and covers the following topics:

Day 1:

- Brief explanation of ZTV-SA, TL-LSA and the RiLSA
- Calculation of signal phase plans for alternating one-way traffic systems
- Implementing the phase plans in traffic lights MPB 3200, 3400 and MPB 4400
- Debugging and troubleshooting.

Day 2:

- Calculation of signal phase plans for T-junction and crossroads signal systems on the laptop
- Implementing of the phase plans in traffic light systems MPB 3400 and MPB 4400
- Instructions on using the SMS Remote Monitoring System

Course II will take days (Wednesday and Thursday) and covers the following topics:

Day 1:

- Explanation of RiLSA, TL-LSA
- Creation of signal timetables on the laptop
- Implementing the signal timetables in master/slave controllers EPB 12 and 48
- Instructions to the SMS Remote Monitoring System

Day 2:

- Practical applications for the controllers EPB 12 and EPB 48 an the new pedestrian controller FG 2
- Analytical debugging and troubleshooting
- Video detector with presence detection
- Remote control / remote maintance

Courses unfortunately available only in German

Convenient remote control / remote maintenance



Arranged clearly at first glance, as if one were on-site, the entire front panel of the traffic light controller EPB 12 and 48 is viewed with all controls. With computer mouse and keyboard, the controller can be conveniently operated remotely.

Programs can be read-out of the current controller, modified and then re-imported via remote maintenance using AmpelTools and other software. It is also possible for us as the manufacturer to actively support the service engineer on-site.

The new "Remote control / remote maintenance" is a combined hardware and software solution that enables convenient remote access to the EPB 12 / EPB 48-traffic light control devices.

The data is transmitted via the GSM network using a phone card from any provider. An Internet connection is not required. This enables communication in places where UMTS or EDGE is not available. Automatic status information per SMS can be transmitted to several participants from the traffic light control device if desired.

By selecting remote control all the settings, which might otherwise be carried out locally on the controller, can be adjusted at any time - for example: system status query in plain text display, LED status display of all signal groups at a glance, display of the signal inputs, summary of faults, switching between different signal programs, manual switching of signal groups, shutting down the traffic lights and much more. The remote maintenance of the traffic

lights is also performed with the familiar AmpelTools program. This is easy and simple and can be carried out from any place where a mobile phone network is available. All program data can be retrieved during ongoing operation from the system. Parameters can be changed or new programs imported.

This makes is possible, among other things, for the "traffic light specialist" from your workshop to actively support the on-site service engineer during maintenance or debugging. And if more help is needed, and you tell us the number of the traffic light controller and the PIN code, we as the manufacturer can access the traffic lights for you and have one of our technicians from the factory provide assistance.

With the new remote control / remote maintenance systems you save effort, time, and money.

They allow you to quickly influence the control of the traffic lights as if you were already on-site and can be very practical tools.

New: wireless GPS flash running light system

Blinking and flashing light actively alerts motorists, well in advance, of pending hazards, road construction, changes in the traffic situation, accidents or related rescue operations.

The new wireless, GPS-controlled running flashlight system from Berghaus with its guiding light is ideal for quick and clear recognition of safe-guarded traffic.

Each light is equipped with its own GPS receiver, which automatically synchronizes the order of the individual lamps in a wireless connection of running flashlight, anywhere in the world. Up to ten lights can be placed arbitrarily in a row as a running light guide. The second-pulse is defined via satellite. This timing is received by the Berghaus electronics in each lamp, so it is impossible for the running light system to drift apart. Each flashing light is equipped with a single power LED (60 fl./min.). Flashlight with or without back-fitted continuous light, pure beacon light function without flash (also available only for the first light in the chain), night-time reduction to 50% brightness, day and night operation, or automatic switch-on at dusk and much more can be selected separately for each light.

Each light has its own battery for power supply. Therefore all lights operate independent of the running light effect and can be used as single stand-alone lights.

The customer can choose between different versions depending on the desired application. We recommend the version with an integrated battery for use on directing beacons (depending on country-specific requirements).

For fast traffic safeguarding and traffic control, there is the Berghaus GPS electronics, available of course on traffic cones or on a solid 4-piece battery case.

Whether as a single high-intensity LED flash or in combination with several lights as an automatic LED guide light, with wireless Berghaus GPS electronics you can quickly and easily alert drivers to accidents and hazardous areas and clearly indicate the right direction.



Berghaus GPS electronics are available for quick traffic safeguarding and traffic control. They can be installed on traffic cones or on a solid battery case.

Even when using only three lights the advantage of the automatic running flashlight effect with its guiding light is easy to see.



ProTec 100 in Austria and Scandinavia



Picture: Wieser Verkehrstechnik GmbH

ProTec 100 in Austria on the Rhine Valley motorway A14: The customer has installed a handrail for additional construction site demarcation of the working area.

In spring we introduced for the first time our mobile crash barrier ProTec 100 at the transport technology trade fair "Intertraffic" in Amsterdam. The response from our customers at home and abroad regarding the new addition to the "ProTec family" was very positive. The compact design, the narrow planning-related width and the small effective range - W1 at containment level T1 and W2 at T3 - and the lowest ASI value "A" of the ProTec 100 were all very compelling.

In just a very short time national authorizations for the ProTec 100 were granted in Denmark, Sweden, Norway and Austria. Approval for use was granted in Austria by the BMVIT (Federal Ministry for Transport, Innovation and Technology).

As a result, the ProTec 100 of our partner the Wieser Verkehrssicherheit GmbH in Wals, was used on the A14 Rhine Valley motorway in

Vorarlberg for demarcation of a 600 meter long construction site and considered a "Premiere in Austria." The junction "Klaus," which was previously restricted, will be converted by the summer of 2013 into a unrestricted junction.

Even in Scandinavian countries ProTec 100 was quick to persuade the authorities. This was evidenced by the rapid approval for national use of our mobile crash barrier system in Denmark, Norway, and Sweden:

Now our partner Brodrene Dahl AS in Norway is currently renting out over ten kilometers of ProTec 100 and also offers it for sale.

In Denmark our business partner the TrafficsA/S is currently safeguarding a number of large construction sites with several kilometers ProTec 100.

The new ProTec 100 is being used successfully for safeguarding traffic in Sweden as well. Our partner ATA Bygg- och Markprodukter AB is currently supervising several projects in Stockholm and southern Sweden.



Picture: ATA Bygg- och Markprodukter AB

ProTec 100 on a bascule bridge in Sweden.

New Homepage: AVS-Verkehrssicherung.de

The Homepage of AVS Traffic Safety has a completely new look. All eleven branches of the service group were brought together on one common website. A large amount of information on the wide range of services provided by AVS Traffic Safety is now clearly arranged. In just a few clicks the visitor quickly gains a comprehensive overview along with information on the services provided, such as: construction signal systems, construction site marking and demarcation, mobile crash barriers, road sign plans and much more.

A summary of important references of performed traffic safeguarding on motorways as well as on highways and rural roads was collected and the professional qualifications of the employees was presented in the form of certificates.

Depending on the branch, information required by municipal clients for pre-qualifying contractors and e.g., documents of compliance from professional associations and health insurance are available for viewing in the download area.



A job board with current job openings rounds off the online offer. Take a look for yourself at "Professionals for traffic safeguarding": www.AVS-Verkehrssicherung.de

AVS successfully completes safeguarding A1

After four years of construction, it is done: The six-lane expansion of the A1 motorway between Hamburg and Bremen, the so-called "bird flight line" is completed.

On 11 October 2012 the section between the motorway interchange Buchholz (A 261) and the Bremer intersection (A 27) could be re-opened to traffic.

Both the capacity and traffic safety of the 72.5 km long motorway section have been permanently increased as a result of this widening and complete overhaul. We already reported in the Berghaus News that the AVS Lehrte GmbH with its offices in Bremen and Hamburg have been charged by the Consortium A 1 Hamburg - Bremen with safeguarding the traffic for the motorway expansion in this major PPP project.

The "Traffic Safety Professionals" have done justice to their AVS slogan: All phases of construction, there were a total of 26 or 13 in each direction, were finished "under rolling wheels." All sections were completed while maintaining the flow of traffic as 4 +0 traffic routing. This kept traffic impairment to a minimum on the A1 between Hamburg and Bremen with a traffic volume of about 70,000 to 80,000 vehicles per day which is quite high.

At times a large amount of material was required simultaneously to safeguard the traffic. For example, during the reconstruction project one half of the entire section was temporarily blocked-off on both sides with beacons. This resulted in a temporary beacon chain with a total length of 145 kilometers. To ensure the safety of road users and workers, AVS simultaneously positioned at times up to 62 kilometers of mobile crash barriers which of course were maintained,



Picture: A1 mobil GmbH & Co. KG

continuously adjusted as construction progressed, and repositioned whenever traffic was rerouted. This took place 24 hours each day during the entire construction period.

Approx. 312 km of cold spray plastic and marking foil were applied in the 26 sections and demarcated again, if required, with the AVS-Jet Peel in manner that conserved the surface of the road.

The entire traffic safeguarding operation was maintained around the clock by the service teams from the two AVS offices Stuckenborstel (branch Bremen) and Seevetal (branch Hamburg). Inspection trips, maintenance, and repair work were carried out several times a day.

A total of 114 full motorway closures were carried out by the AVS team during the new construction of the 36 overpass and 38 underpass structures.

Redirection signs were produced individually and securely placed in an upright position on a large scale. The traffic in the redirection area was controlled by several mobile traffic lights, some of which covered major intersections and included poles and wiring for up to 24 signal groups.

Comprehensive traffic safeguarding from a single source. With this large multi-year traffic project, the AVS was able to show once again that it is a strong, experienced and reliable partner, or simply put a *Traffic Safety Professional!*

Your experts for safe roadworks:

Berghaus Traffic Technology and 11 x AVS Traffic Safety



Safety by Berghaus



Your Traffic Safety Professionals!



Peter Berghaus GmbH as manufacturer for innovative traffic technology and our service provider, AVS Traffic Safety with its 11 sites nationwide are at your service in word and deed with more than 270 well qualified staff.



Peter Berghaus GmbH

Traffic Technology • Mobile Crash Barriers

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