

BERGHAUS NEWS

Traffic Technology • Mobile Crash Barriers



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Contents of our traffic light training courses

Course I lasts two days (Monday and Tuesday) and covers:

- Brief explanation of the ZTV-SA, TL-LSA and the new RiLSA 2015
- Calculation of signal phase plans for alternating one-way traffic systems
- Implementing the phase plans in traffic lights MPB 3200, 3400 and MPB 4400
- Fault-finding and troubleshooting
- Laptop calculation of signal phase plans for T-junction and crossroads signal systems
- Implementing the phase plans in traffic light systems MPB 4400
- Presentation of the new mobile traffic light system MPB 44 M/S
- SMS remote monitoring system

Course II lasts two days (Wednesday and Thursday) and covers:

- Explanation of TL-LSA and the RiLSA 2015
- Writing signal timetables on laptops
- Implementing the signal timetable in controllers EPB 12 and EPB 48 together with the pedestrian controller FG 2 and the mobile traffic light system MPB 44 M/S
- SMS remote monitoring system
- Practical applications for controllers EPB 12 and EPB 48 together with the pedestrian controller FG 2 and the mobile traffic light system MPB 44 M/S
- Analytical fault-finding and fast troubleshooting
- Video detector with presence detection
- Camera system for monitoring
- Simulation module with CPU
- Remote control/remote maintenance

The courses and software are - as always - in German only.

Register now: Berghaus traffic light training 2016



Whether beginners or advanced users: we bring you up to date with the very latest developments in mobile traffic light technology, as shown here in our training room in Kürten. Our technicians gladly impart their practical know-how accumulated over many years and will answer any questions.

More than 1,600 employees from authorities, road maintenance depots, construction companies and traffic safety service providers have taken up our offer in recent years to be trained directly by the manufacturer of mobile traffic light technology.

At each of the two-day courses, we provide participants with the necessary basic know-how about mobile traffic light systems, making reference to current statutory regulations, e.g. the TL-LSA, the ZTV-SA and the **new RiLSA 2015**.

Our experienced technicians use practical examples for explaining how to draw up signal timetables and offer opportunities for practising how to implement these phase plans in the various traffic light controllers.

Course I is ideal for beginners in mobile traffic light technology or for users intending to deploy these systems primarily for alternating one-way and T-junction situations, or at the most for controlling

crossroads. They also become familiar with the extended functions of the **new software** for the MPB 3200 and MPB 3400 traffic lights.

Working on the basis of course I, advanced course II consists of a user seminar for the mobile crossroads system controllers EPB 12 and EPB 48 together with the pedestrian controller FG 2, and introduces remote control/remote maintenance of the EPB controllers.

You are invited to the courses in **Kürten** (North Rhine-Westphalia) in **week 7** or in **Mellingen** (Thuringia) in **week 9**. Please refer to the yellow panel on the left for programme details.

Take this chance to have your staff trained, as good qualifications are always worthwhile!

Please use the flyer provided on our website to register for the course. Unfortunately, it is not possible to register by phone.

berghaus-verkehrstechnik.de

Berghaus traffic lights safeguard heavy loads

At the Recklinghausen branch of our customer SLT Verkehrstechnik GmbH, they have specialised among others in providing nationwide traffic safety for heavy loads, including for example large components for wind farms.

For this very special form of traffic safety, we have adapted our popular standard traffic light system MPB 3400 exactly to the needs of SLT Verkehrstechnik. All traffic lights have been equipped for manual radio remote control with optical feedback. After these have been put in position en route by the SLT service team during the day and adjusted to the blank setting, it is only when the heavy loads are actually approaching that the leading support vehicle successively changes the traffic lights to red by radio remote control. A warning sign fitted to the traffic light explains the reasons for the temporary night-time road closure. After the convoy has passed, the road closure is selectively lifted again by the trailing vehicle.

"With this excellent technical equipment consisting of mobile Berghaus traffic lights tailor-made ex-works specifically to our needs, we can now accompany heavy loads with practically no need for support from the local police", says Marco Filon, Recklinghausen branch manager at SLT Verkehrstechnik GmbH. At the moment, SLT is responsible for about 50 wind farms. When a wind farm is being installed, several heavy load convoys will



be guided along the same route every night often for up to eight weeks at a time, weather permitting. In some cases, the heavy loads will have a total length of up to 84 m – including the towing vehicle!

The technically mature Berghaus traffic lights adapted specifically to SLT's needs are the ideal solution. One highly practical feature is that the customised modification can be reversed in a few simple steps so that the traffic lights can then be used again as mobile solutions for one-way and T-junction situations, or for controlling crossroads, in addition to providing traffic safety for heavy loads.



Pictures: SLT Verkehrstechnik GmbH

Flexible uses for add-on prewarner AV-LED, for example on a flatbed

Our proven mobile prewarner MV-LED is also available in a version without undercarriage.

The add-on prewarner AV-LED can be placed quickly and easily on the loading area of any flat-bed truck or trailer. To this end, the frame structure has been fitted ex-works with receiver shoes for the forks of a lift truck and with fastening eyes to take lashing straps that secure the prewarner on the loading area. On request, a non-slip rubber mat can be supplied as an additional load restraint.

The AV-LED is ideal for customers who use LED prewarners just now and then. It is also interesting that



Flexible use of the LED prewarner: Simply lower onto the loading area of the vehicle with the lift truck as needed and secure it safely with lashing straps at the holding eyes, then the AV-LED is ready for practical use in traffic safety situations with any flatbed truck.

another mobile prewarner or warning mobile trailer can be towed by the flat-bed vehicle already carrying the AV-LED.

If our model AM 4 TL is used, then another MV-LED can be pushed onto its loading area as well. In this case, one single vehicle can bring two LED prewarners and a warning mobile trailer to wherever they are needed.

Apart from the missing undercarriage, the AV-LED is technically identical with the trailer model. A radio remote control with graphic display can be used as a standard feature to operate the coloured display directly at the LED sign.

On request, our LED prewarners can also be fitted with a multi-coloured display in the lower LED panel as well, with nearly 15,000 light emitting diodes to clearly show road users the way.



A road maintenance depot wanting to use two LED prewarners with one single towing vehicle recently received delivery of our two versions MV-LED and AV-LED.

Radio blinking light warns of oncoming traffic



Radar detector, radio control, LED blinking light and explanatory sign at the bottom of the hill.

Together with our customer Thilo Heck Verkehrstechnik, at the start of November we installed an unusual radio-controlled blinking light system in Bad Dürkheim.

Awkward encounters were no rarity on a 250 m long stretch of a narrow road, for example when meeting delivery trucks. The residents were given permission to have a blinking light system installed with the following

technical features.

The new mast is fitted with a radar detector specially configured for Berghaus with selective direction and speed detection so that exiting vehicles, cyclists or pedestrians are not registered. Residents living in the narrow section of road have hand-held radio transmitters

with acoustic reception feedback so that they can change the blinking light when they drive out onto the road.

The energy-saving LED system has very low power consumption with voltage supplied by a 12V battery with intelligent electronic charger: the battery is automatically recharged from the street lamp when the need arises so that no external power connection is necessary. A digital bi-directional radio path specially authorised for such use takes care of communication between the units at the top and bottom of the hill. Initial experience has been most positive: it's in the road users' own interest to heed the blinking recommendation and wait for oncoming traffic to come through. After all, who wants to have to reverse a hundred metres down a narrow street?

Caution, oncoming traffic! View from the top of the hill down the narrow street with scarcely any room for vehicles to pass.



Pictures: Heck Verkehrstechnik

Detlef Branstner takes his well-earned retirement



Colleagues in the steel construction department at AVS Mellingen say farewell to their long-standing colleague Detlef Branstner (fourth from the right) as he takes his well-earned retirement.

On 30 September, staff in the steel construction department at AVS Mellingen GmbH took their leave from their long-standing colleague Detlef Branstner after 23 successful years working for AVS.

Detlef Branstner was one of the very first members of staff at AVS; he was already employed by the former company Landtechnischer Anlagenbau (LTA) Mihla which was taken over by Peter Berghaus in 1992, then continuing as AVS in Niedertrebra.

While in the AVS team in Niedertrebra, Detlef Branstner already played an important role in the development and impact tests for the first mobile crash barriers, helping to make them ready for series production. Among others, his skills were put to good use for more than 15 years as an expert for mobile steel crash barriers, involved in on-site installation at motorway construction sites.

As one of the best and most experienced metalworkers in steel construction at AVS, in recent years he has been passing on much of his know-how, tips and tricks to the younger generation.

In the midst of the colleagues, CEO Steffen Weidner presented a small gift to Detlef Branstner and thanked him for his outstanding work for AVS. All the colleagues join together in wishing him all the very best for his retirement, more time for his hobbies and above all, good health!

Save the date: INTERTRAFFIC 2016 in Amsterdam



With more than 800 exhibitors from 43 countries and 27,000 trade visitors from 128 nations (as of 2014), the INTERTRAFFIC Amsterdam is the world's largest and best known innovation platform for (sustainable) mobility solutions, products and services for infrastructure, traffic management, traffic safety and parking.

Please save the date for this important event now already in your diary: from **5 to 8 April 2016**, the next INTERTRAFFIC will be taking place at the RAI Exhibition and Convention Centre in Amsterdam.

As a renowned innovative manufacturer for mobile traffic technology, we have naturally been attending this biennial international trade-fair for many years. At our joint stand directly at the main entrance in hall 1, Berghaus Verkehrstechnik and the traffic safety service

partner AVS Verkehrssicherung will be providing information about current new products in mobile traffic technology and about the full range of services for professional traffic safety.

You are cordially invited to visit us at our **stand 01.410 in Hall 1**. We already look forward to meeting you again in Amsterdam and to many interesting talks.

The next issue of Berghaus-News will feature a preview of our trade-fair presence.

Today, we would merely like to say that we will be presenting a whole number of new products to the international trade public in Amsterdam, including a new ProTec crash barrier as well as a new mobile traffic light controller. Wait and see!

Mobile controller EPB 20 ST in Nürnberg

Together with our customer, F.V.S. GmbH in Nürnberg, we currently have a mobile crossroads controller type EPB 20 ST in use for traffic control at a long-term sewer construction site.

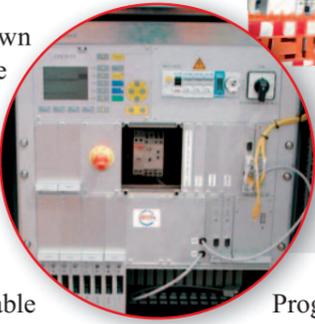
The EPB 20 ST is a purely mobile traffic light controller that can be programmed with LISA+ for controlling highly complex traffic flows. It is available to our customers for purchase or hire on demand, including programming.

F.V.S. in Nürnberg uses its own standard pool of material for the complete outside system, including 40V LED signal heads, detectors, buttons, holders, masts and stands etc., and just hires an EPB 20 ST controller in addition for the duration of the construction work.

The mobile controller is just as capable as stationary traffic light systems. Major crossroads controlled with EPB 20 ST easily allow for fire brigade or public transport preemption, time- or vehicle-actuated program selection, fully vehicle-actuated phase or signal group-oriented control, progressive signalling with GPS, programming with phase transitions and much more besides. On request, several construction phases can already be saved in the controller when it is programmed for the first time and then activated when the need arises for example by the control computer in a town's traffic control centre. More than 250 individual programs are possible.



Roadworks at Regensburger Straße in Nürnberg. Mobile traffic lights but, thanks to Berghaus controller EPB 20 ST, with all the functions of a stationary junction controller for highly complex traffic flows, also accessible, for example, to the city traffic control centre.



Programs already produced with LISA+ can be easily implemented in the mobile controller EPB 20 ST, thus allowing for prompt equivalent replacement for example in the event of failure, upgrading or modification of a stationary traffic light system. Similarly, the LISA+ software package used by many engineering firms and local authorities also simulates the whole process with vehicle traffic on the screen. In this way, produced program flows can already be tested thoroughly in the office without the actual outside system, in order to get a realistic picture of the programming.

New AVS Dresden already well established in Saxony



Just six months after starting business, the new branch of AVS Mellingen has already made a name for itself in Dresden for professional traffic safety in the high standard people come to expect from AVS.

The picture shows the A17 motorway in Breitenau. At the request of the federal police, AVS guides traffic past the "Am Heidenholz" car park in a single lane to let the police check suspicious vehicles for possible people traffickers.

Since the latest branch of AVS Mellingen GmbH was opened in Dresden this May, branch manager Gerhard Seel and his expert team have already become well established in Saxony's capital city.

Work began immediately after starting business with the first major roadworks on the A72 motorway between the Bavarian state border and Pirk. Extensive traffic safety measures including mobile crash barriers were needed for 9 km resurfacing work in altogether four phases. Similarly, further along the A72 between Reichenbach and Zwickau another 10 km of mobile crash barriers needed to be inspected twice a day, maintained, modified and then dismantled again.

In July, work then also began with traffic safety measures for building sites in and around Dresden itself. 4 km of the A4 motorway between the Dresden-West interchange and the Dresden-Altstadt junction, one of the busiest roads in Saxony, were to be resurfaced with a 5+1 road layout in 4 phases – naturally with AVS mobile crash barriers.

This was then followed immediately by the need for traffic control measures on the A17 motorway for refurbishment of the Zschonergrund bridge between Dresden-West interchange and the Dresden-Gorbitz junction. This involved seven traffic control phases, with particularly accurate planning and execution by the

team of experts from AVS in demand especially for the two extensive full road closures at Dresden-West interchange.

At the same time, traffic safety measures were set up for the third major roadworks on the A4 motorway between Hainichen and Kleine Striegis viaduct. Here again, the AVS team proceeded with the extensive planning and naturally professional implementation of the full road closures for several junctions at the same time. Another key aspect consisted in implementing type-4 road layouts in 24h continuous operation at two large roadworks, which were completed with flying colours. At the moment, the AVS team from the Dresden branch is providing support for police activities on the A17 motorway. At the former frontier with the Czech Republic in Breitenau, the AVS guides traffic past the "Am Heidenholz" car park in a single lane to let the federal police check suspicious vehicles for possible gangs of people trafficker.

"When you see what we've managed to achieve together in the short time since founding the AVS Dresden branch, we can definitely be satisfied with the way things have started", says branch manager Gerhard Seel in praise of his 19 AVS employees. He is looking forward to many more jobs for his experienced traffic safety team.

LED technology keeps the oil slick cleaner safe



Traffic will soon see bright warnings thanks to the Berghaus LED illuminated arrow and LED double warning lights on the back of the oil slick cleaner when in operation. The special vehicle will be ready for delivery once the vehicle warning markings have been applied.

One interesting way of fitting a Berghaus LED illuminated arrow with lifting and lowering device to a customer vehicle is demonstrated by Wehner, a company that makes special vehicles in Kalbach near Fulda in Hesse. Wehner wanted to fit an LED illuminated arrow and a set of LED double warning lights to its oil slick cleaner vehicle to warn traffic when in operation, without exceeding a total vehicle height of 4 metres and without impeding access to the rear superstructure to any great extent.

"After taking a thorough look at currently available LED illuminated arrows and how they can be integrated in our vehicles, we opted for the L15 by Berghaus", says Steffen Wehner, electrical engineer at Wehner Metallbau GmbH & Co. KG.

The customer purchased a complete illuminated arrow kit with fifteen 200 mm LED lamps (just 5 cm flat) and a 340 mm Ø LED double warning light with control and electric lifting spindle drive.

"Congenial cooperation with the Berghaus development department resulted in absolutely uncomplicated electrical connection of the LED illuminated arrow and the lifting spindle drive. The very flat lamps of the blinking arrow are ideal for our vehicle."

The lifting/lowering device constructed by Wehner from the Berghaus components is fitted to the rear of the vehicle with the arrow "hanging" over the back. Rear warning devices can therefore also be fitted to high vehicles without exceeding a total height of 4 metres; to open the rear doors, a button is pressed to move the illuminated arrow into the perpendicular.



Pictures: Wehner Metallbau

If necessary, the LED illuminated arrow swivels up electrically to give access to the rear doors of the oil slick cleaner.

Meeting of the CEOs, branch managers and quantity surveyors of the AVS Traffic Safety Professionals Group



Group photo in front of a mobile crash barrier ProTec 50: (from left to right): Sören Prellwitz (branch manager Lehrte), Thomas Gerding (CEO MIS GmbH), Tobias Schweitzer (branch manager Wetzlar), Mike Ehring (branch manager Beelitz), Kay Schnurrer (project manager Mellingen), André Stang (quantity surveyor Mellingen), Steffen Weidner (CEO Mellingen), Roland Monjau (branch manager Gladbeck), Ralf Gressler (CEO Peter Berghaus GmbH), Axel Keller (CEO Overath), Dieter Berghaus (CEO AVS-Verkehrssicherung), Jens Selling (CEO Lehrte), Andreas Schwingeler (CEO Overath), Hendrik Hucke (CEO AVS Verkehrssicherung), Uwe Forstreuter (quantity surveyor Overath), Gerhard Seel (branch manager Dresden), Torsten Ziesche (project manager Dresden), Torsten Buchmann (branch manager Euskirchen) and Jost Rosin (quantity surveyor Lehrte). Unfortunately absent: Ulrike Barovic (branch manager Hamburg).

Invitations for the 31st CEO meeting in Mellingen at the end of October had also gone to branch managers, senior quantity surveyors and project managers of the AVS Traffic Safety Group. For the first time, the meeting was also attended by our new AVS branches in Dresden, Gladbeck and Euskirchen, which have just recently joined the AVS

team (as reported). The agenda therefore included getting to know each other personally, as well as the AVS Group's planning for the year ahead. There was also plenty of opportunity to share information about current and pending traffic safety projects and about the progress being made with joint developments, including mobile ProTec crash barriers, for example.

AVS: your Traffic Safety Professionals...



...that's our motto, which is much more than an advertising slogan, as revealed time and again by the professional AVS roadworks facilities to be found on our roads. Our constantly growing, satisfied customer base confirms the success of our work. All customers appreciate our flexibility and reliability, our special combination of expert advice, meticulous planning, decades of experience and the skilled workmanship of our trained staff, together with AVS's modern machinery and material for hire, as well as neat-and-tidy execution and, last but not least, fair prices. Time and again, the AVS Traffic Safety Group is given responsibility for the complete traffic safety at long-term major projects, including those being implemented as public-private partnerships (PPP). Every day, we guide thousands of road users safely through roadworks. You too can benefit from our network: use the complete AVS one-stop service!

A39: ProTec-Tor safeguards fast emergency opening

The A39 motorway between the Maschen and Winsen-West junctions is being completely upgraded in both directions. The work is being carried out in two construction phases, each from May to October. On 3 November 2015, work on the carriageway bound for Lüneburg was completed on time, thus bringing the first construction phase to a successful conclusion. During this construction phase, AVS Lehrte GmbH, Hamburg branch, was responsible for traffic safety, among others with mobile ProTec crash barriers. A so-called 3+0 road layout was set up over a distance of about 10 km. This meant there were two lanes in the direction of Lüneburg but only one in the direction of Hamburg. To ensure that the single-lane section in particular still provided access for breakdowns or vehicles involved in accidents, the colleagues from AVS Hamburg took up a suggestion made by the police and installed eight "ProTec-Tor – quick-action access for emergency services" in the closed mobile crash barrier.



Positioned at regular intervals or strategic points, such as the Winsen-West junction shown here, ProTec-Tor permits rapid emergency opening of the mobile crash barrier to let all emergency services through - without needing any tools!

The emergency forces including fire brigade, police and motorway maintenance staff were given a practical demonstration in advance of just how easy it is to handle the ProTec-Tor without any tools (remove the cotter pin by hand, loosen the bolt and pull out the short elements). While the roadworks were being set up, units from the fire brigades responsible for this section of motorway also followed the invitation issued by AVS Hamburg to test how easy it is to make an opening in the closed crash barrier in just a few seconds on site under real conditions on the motorway – particularly when every second counts in an emergency. The ProTec-Tor access points have a different shape and coloured signage to make them quite obvious; they are also numbered and featured accordingly in the drawings to permit precise positioning and clear allocation at all times. Although fortunately there was no need for an emergency opening during the six-month construction period, even so it is reassuring for all stakeholders to know that when the worst comes to the worst, the crash barrier can be opened at the ProTec-Tor by hand in a matter of seconds.

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