

Dear Readers,



In order to establish the AVS Group internationally, we have been able to win over Dirk Schönauer as a further Managing Director. With his many years of professional experience in traffic engineering, he will further expand the growth of the Group as COO International. Our specialist subject „traffic safeguarding“ is gaining more and more importance in Europe. Therefore, we will now be investing in the international market and be placing AVS outside of Germany as well. With innovative traffic engineering products of the Berghaus brand, the large portfolio of mobile road restraint systems of the ProTec family and the decades of experience of our employees as successful service providers, we also want to meet the challenges of traffic safeguarding in other European countries.



Dieter Berghaus,
CEO

Reliable maintenance control with Service Control GPS

Correctly implemented protection guides road users safely through unaccustomed road layouts in mostly narrow construction site areas. Road safety not only protects drivers and pedestrians from serious accidents, it also protects workers working on construction sites. It is, therefore, important that the high quality of traffic safety is maintained continuously throughout the entire duration of the construction project.

Thus, the German „Additional Technical Contract Conditions for the Work Involved in Safeguarding Road Works (ZTV-SA 97)“ stipulate that the site safety must be checked at least twice a day (at dawn and after dark) by the person responsible or his representative named in the traffic law order. On non-working days, the check must be carried out at least once a day and immediately after severe weather or storms. The exact time of this check must be recorded.

With Service Control GPS, you can quickly create comprehensive documentation of the current status of traffic safeguarding and record all necessary and performed maintenance work in a dialogue procedure. These are stored with date, exact time of beginning and end of the maintenance, as well as with the GPS coordinates of the controlled construction site. In this way, you can create a conclusive electronic proof of proper maintenance and work carried out on site, as well as the materials replaced, as early as during the inspection tour. Service Control GPS is a self-contained system. The collected data is printed out and archived on paper in the office or centrally at the ordering office, independent of a PC and is, therefore, not manipulable.

Please continue reading on Page 2.

New firmware!



The maintenance factors scheduled in ZTV-SA 97 will be indicated on the display at the building project one after the other. During the dialog procedure, the on-site service technician will be guided through the individual control steps.

2



- Intertraffic 2018 Review
- Service Control GPS

3



- NEW: MV-LED in RGB
- Construction site A10/A24
- DTM at the Norisring in Nuremberg

4



- The ProTec 80 on the A71
- New location in Oranienburg
- AVS is growing International

Free software update for AmpelTools

With the free software update for AmpelTools Version 1.51, a bundle of new functions comes along with general program modifications, such as*:

- It is now possible to calculate up to ten road users per clearing operation. In the calculation mask, all distances are now specified and calculated to the nearest two decimal places.
- Extensive signal head equipment list: You can now assign the actual symbols to each signal head in the software. This makes AmpelTools even clearer.
- External local public transport receivers can now be programmed directly from AmpelTools. Instead of having to program a local public transport receiver via a separate terminal, the desired parameters can now simply be entered into the local public transport receiver using AmpelTools.
- Weekly automatic radio clock, selection of holidays by federal state. All holidays of the selected federal state are automatically specified and can be edited manually if required.

With AmpelTools, you can create signal timetables and other documents according to the German Guidelines for Traffic Signal Systems (RiLSA) for mobile traffic lights in a very clear way in just a few steps. Of course, signal timetable documents created with AmpelTools can be used immediately for the programming for our EPB traffic signals series and for our MPB 4400 system. This saves time, because thanks to AmpelTools signal timetables and programming are combined simply and effectively in one step.

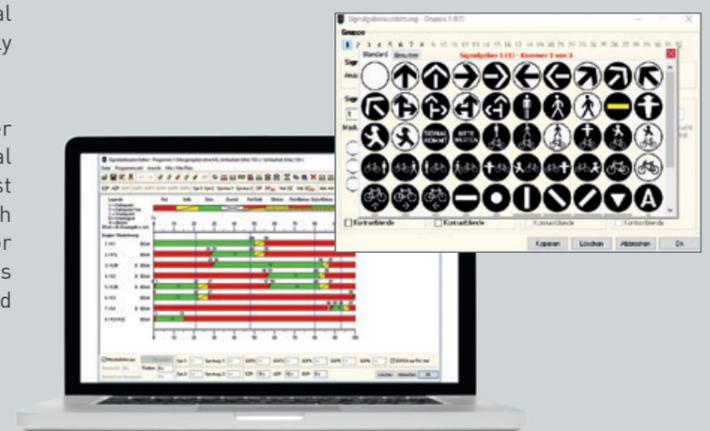
*Special hardware may be required to use some functions.

For the popular programming software AmpelTools, we now provide our customers with a software update with new functions. If you would like to update your existing AmpelTools, please download the **Version 1.51** from our homepage:

www.berghaus-verkehrstechnik.de/download/software/

When installing the software update, the existing version of AmpelTools is recognized and updated with new data and functions.

If you are not yet familiar with AmpelTools, you are welcome to test the program for up to eight hours. Please download the latest version from our homepage. Please carry out your test from Monday to Friday between 7 a.m. and 3 p.m., as you will be asked for a key when installing. We create this from your program code absolutely up-to-date. Please contact our control engineering department by telephone with your program code.



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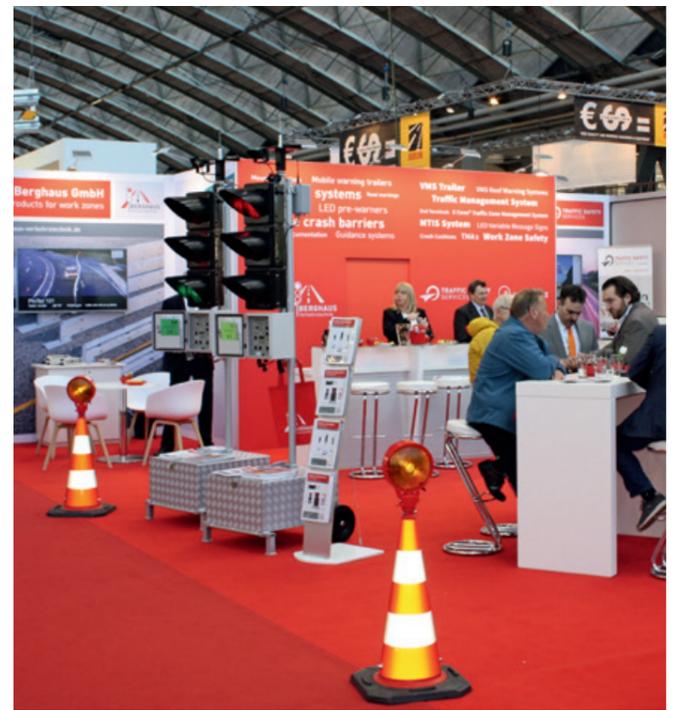
INTERTRAFFIC 2018 in Amsterdam – thank you for your visit!

With around 900 exhibitors from 49 countries and more than 32,000 trade visitors from 138 nations (as of 2018), INTERTRAFFIC Amsterdam is the world's largest and best-known innovation platform for (sustainable) mobility solutions, products and services in the areas of infrastructure, traffic management and traffic safety as well as parking.

This year, Berghaus traffic engineering was again represented at the INTERTRAFFIC in Amsterdam. We provided information about the latest innovations in mobile traffic engineering and presented interested trade visitors with mobile traffic light systems, as well as mobile road restraint systems from our

extensive production and delivery program at our exhibition booth directly at the main entrance in Hall 1 from 20 to 23 March.

Thank you very much for visiting our exhibition booth, for getting to know and meeting us again, for the many stimulating discussions and your great interest in our products.



Continued from Page 1

New Firmware 5.0.2 available

With the currently available firmware update, Version 5.0 or later, we have been able to make operating Service Control GPS even more user-friendly. The allocation of RFID identification tags becomes clearer. For example, when carrying out his regular maintenance tours, the maintenance technician can now hear an acoustic message if a construction project has one or two identification tags, when logging in at the site.

Service Control GPS works according to the following principle (firmware Version 5.0 or later):

One Service Control GPS is permanently issued to each maintenance technician. During the first maintenance tour, the identification tags mounted on the construction site are stored for the first time in the Service Control GPS according to their allocation (construction sites with one or two identification tags). During all subsequent maintenance tours, the technician logs in on site at the now known construction site with his Service Control GPS. To do this, he swipes over the RFID identification tag (start tag) permanently mounted at the construction site. The maintenance technician receives an acoustic signal as to whether the construction project has one or two identification tags. An inner-city construction project or a traffic light intersection are often only equipped with one identification tag, as it is usually possible to return to the starting point of maintenance. Logging in for the start of maintenance and logging out after the end of the maintenance tour are, therefore, always carried out at the same tag (start tag = end tag).

A construction project on a main road or motorway, on the other hand, is usually equipped with two identification tags, as it is not possible to return to the starting point of the maintenance tour. Logging in and logging out, therefore, take place at two different identification tags (start tag and separate end tag). If both identification tags are allocated to the construction site's Service Control GPS once, it does not matter from

which side the maintenance tour is started. Both tags are identified as a pair belonging to a construction project and are always documented as such.

The individual number of the identification tag (start tag), which cannot be influenced and is permanently allocated to the construction site, is read in electronically, after which a maintenance log with date and time is opened on site. Service Control GPS now calls up maintenance criteria step by step that have to be checked according to Point 7 (6) of the Additional Technical Contract Conditions and Guidelines for the Work Involved in Safeguarding Road Works. During the dialogue procedure, the inspection and maintenance work to be carried out is queried in sequence as plain text in accordance with the Additional Technical Contract Conditions and Guidelines for the Work Involved in Safeguarding Road Works and documented by the technician in the Service Control GPS: warning lights, signage and lighting, LED road signs, markings (colour, foil or buttons), mobile traffic jam warning and mobile traffic lights, safety devices/guidance elements, cleanliness of safety materials, beacons, accident damage.

Defective materials or accident damage at the construction site are noted in the Service Control GPS and, therefore, an actual state of traffic protection is recorded at the time of this check. The maintenance technician then specifies the scope of items he has repaired and confirms each individual task after checking. Only after checking all prescribed maintenance work is it possible to log out of the construction site (final tag). When logging out on site, the date, time and GPS coordinates are recorded using satellite.

In this way, every single maintenance tour is electronically documented in the Service Control GPS and can be sorted out in the office according to construction sites and printed out forgery-proof. The system calculates a checksum for each documented maintenance and specifies it in the print-out. As proof of regular maintenance of the construction site, the printed reports can be submitted to the competent



authorities (with exact location, date, time and scope of the work). Service Control GPS can store up to 1,000 maintenance operations.

The further advantages of maintenance recording by Service Control GPS are obvious: safe and non-manipulable documentation of the executed control runs via the control printout; omission of hand-written daily reports; simple plain text specification of the maintenance work to be carried out in accordance with Additional Technical Contract Conditions and Guidelines for the Work Involved in Safeguarding Road Works (ZTV-SA 97). All maintenance-relevant criteria must be confirmed individually in the Service Control GPS; it is not possible to log out from the construction site beforehand. With Service Control GPS, you can prove beyond any doubt that you have conscientiously fulfilled your obligation as to traffic safeguarding.

Companies also get a comprehensive overview of how much time is required for each individual construction site. In addition, the exact amount of defective material (e.g. beacon lights) is recorded and which ones had to be replaced. This data is important for a possible recalculation of a construction project. Likewise, clients or road construction authorities can now receive reliable proof that and when the specified construction site inspections within the framework of traffic safeguarding obligations were carried out on site according to the specifications of the Additional Technical Contract Conditions and Guidelines for the Work Involved in Safeguarding Road Work (ZTV-SA 97).

Service Control GPS allows practical experience to be incorporated into our firmware and made available to all customers as software updates if required. It is also possible to adapt the functionality of Service Control GPS to other task areas or to extend it for other industries. For use outside of Germany, we can tailor menu language, function and control criteria individually to respective national requirements. Please ask us – we will be glad to make you an appropriate offer.

If you wish to update your Service Control GPS to the new firmware, please contact us. Is your device technically and optically flawless? Then we can offer you a quick replacement. Please print out all required maintenance tours from the Service Control GPS on paper and archive them. After consulting with us, we will send you a replacement device with new firmware as you return your deleted old device to us.



GPS
 controlled

NEW: Now also in RGB!

Mobile LED warning board now also in RGB full colour

With its bright, full-colour LED technology, the MV-LED RGB mobile forewarning system actively warns of day construction sites, areas of operation and danger in traffic accidents as well as temporarily changed traffic routes – including at events.

The two LED display panels of the MV-LED RGB are photo-metrically tested in accordance with EN 12966 and are modularly constructed one on top of the other. The upper LED panel, which is preferably used to display traffic signs in the form of circles or triangles, is equipped with LEDs to display RGB full colour (48x48px) – as is the lower LED display panel (64x80px). Thus, on both LED panels, each over the entire surface, there is full colour display traffic signs, text information, animated graphics and symbols in RGB technology, if desired also with separately insertable additional texts and metre information. The automatic light intensity adjustment to ambient brightness ensures good perception at all times.

A BAST-tested LED dual warning light system (Ø 340mm) is also fitted as standard to the right and left of the upper display panel. The display boards of the MV-LED RGB are folded down with the display surface during transport and are thus protected against direct weather influences. Before use in winter, the display surface does not have to be cleared of snow. The LED panels are lifted and lowered by a spindle lift motor. For transport, the panels are locked electro-mechanically when folded down.

The mobile forewarning MV-LED RGB is mounted on a hot-dip galvanised non-braked 750kg trailer with parking brake. The trailer is equipped as standard with height-adjustable drawbar with interchangeable DIN eye and ball head towing device and is approved for speeds up to 100km/h. The mobile LED pre-warning board can be towed alternatively by passenger cars or trucks. The spacious battery compartment in the chassis of the warning board

offers sufficient space for up to two batteries and, if desired, for a charger. The optionally available radio remote control can also be stored overnight in the battery compartment and simultaneously recharged ready for use.

MV-LED RGB is manufactured in such a way that it can easily be inserted into the mobile AM 4 TL warning trailer, also manufactured by Berghaus, if required for transport to the construction site. For example, only a single towing vehicle is required for the mobile warning trailer and mobile pre-warner.

Flexible full-colour display - freely programmable.

Operation is very simple and can be done intuitively via the control panel on the warning board. As an option, a radio remote control for all functions, with a backlit graphical LC display and active feedback is available. Using this, the MV-LED RGB can also be operated while driving. All full-colour traffic signs, pictograms, symbols and fonts, also as moving tickers, are saved in bitmap image format and can be individually created by the user on the PC. The easy-to-understand editing software in German and the USB 2.0 interface cable for programming are already standard equipment at Berghaus. A selection of the most important traffic signs, texts and animated graphics are pre-programmed ex works. This means that the MV-LED RGB mobile warning board can be used immediately.



Symbol photo



AVS secures Brandenburg's first PPP motorway project A10 / A24

AVS has been awarded the contract for traffic safety for the six-lane extension and fundamental renewal of Motorways A10 and A24 in Brandenburg. This is the sixth PPP motorway project in Germany for which AVS is carrying out the long-term traffic safety.

The A10 and A24 between the motorway junction (AD) Pankow and the junction (AS) Neuruppin are among the busiest routes in the capital region. They will be extended or renewed in less than five years without interrupting operations in order to cope with future traffic volumes. The former four-lane A10 between the Havelland and Pankow intersections will be extended to six-lanes for approximately 30km. At the same time, a bottleneck in the Berlin motorway ring road will disappear, which has led to many traffic jams in the past. The four-lane, approximately 30km long section of the A24 between AS Neuruppin and AS Kremmen will be completely renewed, whereby the hard shoulder will be widened to temporarily release sections for traffic, depending on the traffic volume.

As part of the motorway project, a bridge will also be demolished and 38 new bridges constructed, 28 of which will be replacements and 10 newly built. Construction work on some 60 kilometres of motorway in the capital region is to be completed as early as 2022.

At the time of going to press, the extensions for the future 4+0 traffic management were built in five sections on both the A10 and the A24. The new AVS team at Oranienburg, with the support of colleagues from Dresden, had already set up the appropriate traffic safety on a length of about 30km for this purpose.

DTM at the Norisring in Nuremberg

The Norisring has been a highlight in the DTM racing calendar for years. It is the atmosphere that makes this racing event at Nuremberg's Zeppelin Field so special. The Norisring is the only remaining street circuit in Germany. The 2.3km long route is also called the „Franconian Monaco“ because of its very special flair.

For the 76th time, the Motorsport Club Nuremberg (MCN) presented the traditional race weekend at the Norisring, which besides the two DTM races, the FIA Formula 3 European Championship and the FHR 100-Mile-Trophy, offered a varied supporting programme at the Zeppelin field from 22nd to 24th June.

The material to secure the traffic at this major event came again this year from AVS Nuremberg. For example, safety beacons were set up to separate the spectator area from the waiting area of the Formula 3 cars in front of the track entrance. Temporary traffic control was set up for the construction of the grandstands. AVS also made available a large number of traffic control cones, which MCN's many helpers then used to optimally guide the arriving visitor vehicles into the parking areas. Individual signs

for the management of the spectators on the event site were provided by AVS. The DTM races at the Norisring were broadcast by Sat.1 live on TV. Mobile concrete pedestals and lattice masts were installed, which are actually used in AVS's daily work to set up mobile traffic lights and to span cables. Here they were used at interesting points on the circuit for mounting cameras that recorded the race live.

For the AVS road safety teams, the annual racing events at the Norisring are nothing new anymore, but they always offer an interesting event and a change from the everyday. Therefore, it is only understandable that some of AVS Nürnberg GmbH's employees engaged with the MotorSportClub Nürnberg e.V. on a voluntary basis.



Photo: ITR GmbH, DTM media team

ProTec 80 in use three times on the BAB 71 in Thuringia



In March we presented the ProTec 80 lightweight mobile crash barrier for containment levels T1, T3 and H1 as a trade fair novelty at INTERTRAFFIC. And since April, a total of over eight kilometres of ProTec 80 have already been in operation on three different construction projects in Thuringia on the A71 motorway.

AVS Mellingen GmbH has taken over traffic safety for road surface renewal between the Ilmenau-Ost and Stadtilm junctions (km 103.0-95.8). Maintenance and repair work on structures and the road will be carried out on this section. In order to keep the adverse effects on commuters as low as possible, the work will be carried out in three construction phases and should be completed at the beginning of September. For the first time, the AVS team erected 5,300 meters of the new ProTec 80 mobile crash barrier for safe traffic guidance through the construction site area.

During the construction period, traffic was partly guided through the construction site in a 2+0 or 3+0 control system. For this purpose, ProTec 80 had to be implemented while maintaining traffic.

As a full-service provider, the AVS Mellingen teams not only ensure traffic safety on the motorway, but also set up the necessary diversion signs and mobile traffic light systems for the downstream network and carry out regular inspection and maintenance runs.

For the construction project on the A71 in the Sömmerda-Ost area, AVS Mellingen will

install around 1,300 metres of ProTec 80 mobile crash barrier by mid-July. Not only the lanes of the A71 motorway on the section (km 35.8-36.5) will be renewed here, but also the other lanes in the entire junction area. In the course of the construction work, it was necessary to convert the complete length of the mobile protective wall.

Since April, AVS Mellingen has also been securing another construction project on the A71 motorway, between the Graefenroda and Oberhof junctions. 1,800 meters of ProTec 80 will be used to secure the Schwarzbachtal viaduct and retrofit the equipment of the Alte Burg tunnel. The first construction phase was still underway at the time of going to press and is scheduled to be completed after about 200 construction days, probably at the beginning of November, before a winter break.

Extremely positive conclusion for ProTec 80 after first use: for all these construction sites on which the new crash barrier was used, it became apparent that the installation, dismantling and conversion of the ProTec 80 for a T3/H1-System can really be done quickly. And this is not only thanks to the well-trained and well-coordinated AVS teams, because the ProTec 80 assembly is also easy to handle: only one single screw needs to be fastened from above per element for a force-fit connection. Due to the low dead weight of only 80kg per metre, this mobile protective device can be transported to and from the construction site very efficiently.

www.mobile-schutzwaende.de

AVS is growing International



A new face at AVS Verkehrssicherung GmbH: Dirk Schönauer (46), from Montabaur, COO International.

Dirk Schönauer practically grew up with this industry. After his apprenticeship as a banker, his bachelor's degree (GM) and several years in the marketing and IT industry, he followed in his father's footsteps into road safety.

For the last 12 years he was COO of Saferoad RRS GmbH, Briteline Europe GmbH and supervised Saferoad's foreign subsidiaries. With them he acquired expertise in the areas of steel crash barriers and road marking tapes, and he supplemented his experience in securing construction sites as Managing Director of Limes Mobil GmbH.

Dirk Schönauer is now responsible for the AVS Group as COO International for Growth outside Germany. The constantly increasing requirements for construction site safety in many European countries and globally make the high-quality products of AVS and Peter Berghaus GmbH a helpful tool for implementing the goals. Mr. Schönauer will focus on the support of newly added branches abroad as well as the representation of interests in global associations and congresses.

We are very pleased to welcome Dirk Schönauer to our young, motivated team and wish him a good start in his new position.

Advertising

„Tackling the job. Knuckling down. Cooperating. That's why I'm at AVS!“

Jan Witte
Site fitter for traffic safety

AVS
VERKEHRSSICHERUNG

AVS is Germany's number 1 for professional traffic safety. From traffic sign plans to diversion routes to complete construction site marking and mobile safety barriers, we offer everything from a single source. With over 500 AVS specialists at 14 AVS locations throughout Germany, we have been supporting regional and national road safety projects for over 50 years. Become part of our team. Current job offers at avs-verkehrssicherung.de

AVS Oranienburg opening

AVS Mellingen GmbH has now established another location in Oranienburg, north of Berlin.

AVS has been awarded the contract for the traffic safety of the PPP project A10/A24 in Brandenburg. The six-lane expansion of the A10 between the Havelland and Pankow intersections and the refurbishment of the A24 between the Neuruppin and Kremmen junctions is expected to continue until 2022. During this long construction period, the AVS team at Oranienburg will ensure safe travel. In addition, these colleagues will also carry out traffic safety on federal and state roads in Berlin and Brandenburg.

AVS Mellingen GmbH, Oranienburg branch, is located in Sachsenhausener Straße 29a-31 in 16515 Oranienburg and can be reached by telephone at Tel. +49 (0)3301/429567-0.