



THE AMMANN GROUP MAGAZINE

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A GLOBAL TOUR



This issue of the Ammann Customer Magazine features many high-profile infrastructure projects across the Globe.

An Ammann Elba Plant supplies the concrete for a new Russian High Speed Motorway. In Greece, a series of Ammann Asphalt Mixing Plants of different sizes and models are producing the Asphalt for a completely revamped Highway system.

Ammann paving and compaction equipment is proving essential on multiple roadbuilding and general construction projects in Costa Rica. Over in Singapore, an Ammann ABA UniBatch Asphalt-Mixing Plant is playing the central role in yet another further expansion of Singapore Changi Airport.

These projects – and many more like them around the world including some others covered in this issue – have many similarities. They are demanding in terms of production and quality and reliability.

Another common characteristic?

Each of these jobsites is a classroom of sorts for Ammann and our customers whereby lessons learned on the jobsites are shared with the Ammann product development teams. Eventually, those lessons result in product enhancements that provide even more solutions.

The goal is to help bring productivity and profitability to the global customers we serve – customers like you.

Hans-Christian Schneider
CEO, Ammann Group



RENTAL HOUSES TRUST IN AMMANN

Why do so many rental businesses utilize Ammann machines?
The answer comes down to a single word: trust.

Ammann builds that trust by delivering on a number of fronts.

Order fulfillment.

“Large rental houses order high volumes of machines,” said Marc Gunia, Key Account and Sales Director Machines at Ammann France. “They have to trust that we can deliver what we promise. They have many customers and orders. The rental businesses need Ammann to help them keep their promises.”

Easy operation.

Of course the light equipment must perform when it reaches the customers and their jobsites. Rental machines are often run by less experienced users, so intuitive operation is essential.

“Ammann machines are quite easy to use,” Gunia said. “The functions and controls of the machines make them as easy to use as possible.”

Comfort.

Operator comfort is a factor as well. Ammann light compactors minimize vibration levels that reach the operator. In fact, Ammann forward-moving vibratory plate compactors lead the industry in eliminating unwanted hand-arm vibration.

Reliability.

High end German engineering and quality Ammann components ensure the machines are reliable guaranteeing maximum up time

After-sales support.

This is another competitive advantage. “Ammann provides support to help the machines last,” Gunia said. This helps the rental fleet owners get the most out of their investment.

Low ownership costs.

Service and maintenance also are easy, another significant benefit when considering the number of machines owned by rental houses.

Many of the attributes – reliability, lower maintenance costs and even a reasonable purchase price – combine to create a low cost of ownership for the rental houses.

“The total cost of ownership of Ammann machines is very attractive for rental houses,” Gunia said. “It’s a competitive advantage.”

Ardent Hire Solutions, based in the U.K., has agreed to buy more than 100 new Ammann rollers. The deal comprises a range of Ammann’s compaction machines, which include trench rollers, light tandem rollers and single drum self-propelled soil compactors.

These machines will update and complement an existing fleet of Ammann rollers located throughout Ardent’s 14 national depots.

“We chose Ammann due to their market-leading products driven by innovative design,” said Tom Gleeson, Ardent’s Commercial Director. “For example, by Ammann introducing their articulating and oscillating central joint on the trench roller, we are able to provide our customers with greater safety specification and a solution to machine stability and control. Their product offering aligned to our customer demand, which made this partnership a perfect fit.”



NEW PRODUCT INTRODUCTIONS

Shredder, Iron Separator and Screener

AMMANN ANNOUNCES THE RELEASE OF THE RSS 120-M SHREDDER, IRON SEPARATOR AND SCREENER. IT IS A MOBILE MACHINE THAT PREPARES RECYCLED ASPHALT FOR USE IN AN ASPHALT PLANT. IT IS ESSENTIALLY A 3-IN-1 MACHINE WITH ITS ABILITY TO FUNCTION AS A SHREDDER, IRON SEPARATOR AND SCREENER

The machine is the ideal solution for recycling asphalt that ranges in size from millings to larger pieces. Protective processing also maintains desired grain sizes.

The Ammann RSS 120-M can go from installation to production in as quickly as 30

minutes. The machine is able to process 180 metric tonnes (198.4 US tons) of recycling materials per hour.

A single operator can run the machine, which is comprised of a shredder that utilises two low-speed, electrically driven coun-

ter-rotating shafts. The RSS 120-M features milling cutters with three interchangeable teeth that crush the material. This patented technology significantly reduces the power requirement, which leads to substantial fuel savings.



A variety of green efforts are built into the machine, including a dust reduction system and minimised sound and emission levels.

Mobile Concrete Plant

The Apollo ConcreteCenter 60 is the perfect solution for those looking for a flexible, transport-optimised yet inexpensive concrete batching plant.

The plant is optimal for construction sites. It has favourable transport dimensions and fits in two open-top containers. In many cases compacted soil can serve as the plant's foundation.

Setup time is fast because of pre-installed electric and pneumatic components. A folding mechanism also makes for fast installation.

The operator friendly CS100 Control System is the brain of the plant. The system enables efficient use of aggregates and eliminates administrative tasks.

Forward-Moving Vibratory Plates

Ammann's new line of technologically advanced APF Forward Moving Vibratory Plate Compactors provide industry-leading compaction power, manoeuvrability, forward-moving speed and climbing ability. They also are known for dramatically reducing unwanted vibration to operators.

The new models are the Ammann APF 12/33, APF 15/40, APF 15/50, APF 20/50 Hatz and APF 20/50 Honda. The APF 10/33 will remain available and complete the port-

folio of APF plates. The APF product line is the lightest of all Ammann plate compactors, with weights ranging from 54 kg (119 lbs)



THE DESIGN DIFFERENCE

Ammann ARP 95 Tier 4i Pivot-Steer Roller Is Designed for Productivity and Safety

to 107 kg (236 lbs) and widths of 330 mm (13 inches) to 500 mm (19.7 inches).

Reduced vibration values (below 2.5 m/8.2 ft/sec²) result from the Z-buffer in the handle bar. This patented system enables precise machine control while protecting the operator from vibration. The low HAV levels allow long work shifts without health risk to the operator or a need for documentation.

Key options available on most compactors include a toolless Vulcolan mat and a toolless mountable water tank.

Rammers

Ammann's new ATR (Ammann Tamper Rammer) product line will continue to provide industry-leading compaction output and forward movement along with several new key features.

The new models are the ATR 30, ATR 60 C, ATR 60 P, ATR 68 C and ATR 68 P.

The Premium (P) rammers include new features, such as an optimised gas throttle,

an additional air filtration system and a Honda GXR 120 engine that meets the strictest emissions requirements. The Classic (C) versions are the successors to the previous Ammann ACR Rammer line. The machines are easy to use, highly robust, durable and equipped with a Honda GX100 petrol engine.

The ATR 30 Rammer is the lightest and smallest machine in the rammer product line. It features narrow foot widths of 80 mm (3 inches) or 130 mm (5.1 inches) and weight of 29 kg (64 lbs). It's a great tool for cable or tube work in narrow trenches.

The ACR 70 D (Diesel) Rammer remains in the Ammann portfolio.

ARS Soil Compactors

Ammann has introduced the first two models of the new ARS line of single-drum soil compactors that combine tried-and-true features with intelligent compaction technology.

The proprietary ACE^{force} system is available

on the ARS 200 T4f/T3 and the ARS 220 T4f/T3, with weight of 20 metric tonnes (22 US tons) and 22 metric tonnes (24 US tons), respectively. ACE^{force} helps the operator monitor indications of compaction.

The ARS machines feature newly designed cabs that set new standards in operator comfort and visibility. The cab is spacious with low noise levels for operator comfort. Optimal visibility around the machine enables higher safety on the jobsite.

Controls are intuitive and easy to access. The unique multifunctional display integrated into the steering wheel helps operators of all skill levels fully utilise all machine functions. The intelligent propulsion system provides industry-leading gradeability and fuel economy.

- 1** Optimal all-around visibility from all angles for improved jobsite safety.
- 2** Spacious cab with low sound levels and 270° rotating seat for comfort and reduced fatigue.
- 3** Intuitive machine controls and display to help operators of all experience levels succeed.
- 4** Control and information display in front of operator, multifunctional display for intuitive machine control and overview, even with unskilled operator.
- 5** Intelligent drive lever that triggers automatic stops when on steep slopes or if the travel lever moves too quickly.





ABA UNIBATCH PLANT PLAYS KEY ROLE IN AIRPORT EXPANSION

Runway Being Added at Singapore Changi Facility

SINGAPORE CHANGI AIRPORT IS ONE OF THE BUSIEST TRANSPORTATION HUBS IN SOUTHEAST ASIA – AND THE WORLD. A FLIGHT LANDS OR DEPARTS THE AIRPORT EVERY 90 SECONDS, WITH 58.7 MILLION PASSENGERS PASSING THROUGH CHANGI IN 2016.

Changi has a reputation for quality as well. It has been named the world's best airport by a number of organisations, including highly regarded Skytrax – which has awarded Changi with its top honor for the past five years – and counting.

Remaining at the top is always a challenge. Passenger traffic continues to increase annually, and the airport is also one of the world's busiest cargo hubs. That volume creates pressure that could take away from the passenger experience. But Changi officials are taking steps to meet the increased demands while maintaining quality.

Expanding Changi

The construction of Terminal 4 will be completed in 2017. An expansion of Terminal

1 will follow in 2019, enabling that facility to handle 28 million passengers per year. Terminal 5 will open in the mid-2020s. That terminal alone will be able to accommodate 50 million travelers annually.

The first project is the completion of Terminal 4, which consists of adding a third runway. It is demanding work with tight time constraints and no margin for error when it comes to quality.

Providing the mix for the terminal is an Ammann ABA 300 UniBatch Asphalt-Mixing Plant. "The Changi Airport is a huge project, and we're supplying 850 000 tonnes (936,965 US tons) of pre-mix for it," said Elvin Koh Oon Bin, the CEO of United E & P Pte Ltd., which owns the ABA UniBatch plant.



Elvin Koh, CEO



Terry Isedale, Project Manager



Low Cheng Hwee, Operations Manager

The ABA UniBatch was a natural fit for the expansion. First, it provides productivity with its capacity of 300 tonnes (331 US tons) per hour.

"It's an advanced plant, and it has a very small footprint, which is perfect for the location," said Michal Dvorak of Ammann Singapore PTE Ltd. "It also has a very low height, important near an airport. It's very simple to operate and easy to learn the as1 Control System. The plant is also easy to maintain."

Mix for the Runway

The base course consisted of 1.6 million tonnes (1.76 million US tons) of cold mix, a number that will increase before completion, said Terry Isedale, Project Manager for United E & P. The plant will also produce binding materials of 650 000 tonnes (716,502 US tons) and 850 000 tonnes (936,965 US tons) for the surface lift.

That surface material was a mix that had previously not been used in Singapore, Isedale said. But the plant's capabilities and the operating system enabled the production.

"It's performing well," Isedale said. "We did originally program the plant to run just 10 hours a day, six days per week. That will probably change to 24 hours a day, seven days a week, for a three-month period. We're sure the plant can keep up with that pace."

A Smooth Surface

Ammann AV 110X Articulated Tandem Rollers handled compaction of the runway. The roller has two frames connected by a double joint that enable crab steering on each side. That steering provides increased compaction output and responsiveness.

"The manoeuvring is great, according to the operators," said Low Cheng Hwee, Operations Manager at United E & P. "The operators like the machines a lot. It's important that the machines leave behind a smooth surface. We don't want to leave any bumps behind."

That goal is being met, as the runway is reaching all targets for compaction density and smoothness.

The Ammann rollers and plant are helping United E & P deliver on its promises. As a result, Changi is well positioned to continue its run of "best airport" awards.



Please scan the QR code to view an accompanying video.

ACE MEETS ALL REQUIREMENTS FOR INTELLIGENT COMPACTION – AND MORE!

There is a fundamental rule in road construction: careful and precise preparatory earthwork will always result in roads of better quality with longer lifetimes and higher load-bearing capacity.

UNIFORM, CONTROLLED COMPACTION DURING PASSES WITH ROLLERS (INCLUDING SOIL COMPACTORS) PLAYS A KEY PART IN BUILDING HIGH-QUALITY ROADS THAT CAN CARRY THE REQUIRED LOADS. AMMANN OFFERS THE TECHNOLOGY REQUIRED TO ACHIEVE THESE OBJECTIVES IN THE FORM OF MULTIPLE VERSIONS OF ITS ACE (AMMANN COMPACTION EXPERT) AUTOMATED MEASUREMENT AND CONTROL SYSTEM. ESPECIALLY FOR TENDERS AND PUBLIC-SECTOR PROJECTS, CUSTOMERS EXPECT CONTROLLED AND DOCUMENTED COMPACTION PERFORMANCE – A DIRECTIVE IS CURRENTLY BEING DRAFTED AT THE EUROPEAN LEVEL WHICH SPECIFIES “INTELLIGENT” SOIL COMPACTION AS THE STANDARD FOR MAJOR PROJECTS.

European directive CEN 17006 defines specifications and requirements for the use of CCC (Continuous Compaction Control) as a quality testing method for earthworks. As explained in this report, control of this sort is suitable for soils, materials

with equal grain size and rubble that can be compacted with vibratory rollers. In such cases, a dynamic measurement and documentation system integrated into the rollers is used for quality assurance purposes. In this context, vibratory rollers include rollers with vertical vibration and fixed amplitude, rollers with horizontal vibration and fixed amplitude as well as rollers where the direction of op-

eration (for amplitude and/or frequency) can be adjusted variably during operation.

All Ammann single drum rollers, regardless of weight class, as well as the ARX series and ARP series tandem rollers, can be equipped with a version of the ACE system.

Ammann has been focusing on intelligent compaction for years, and this concept has been incorporated into the development of our new machines. The first steps toward a precise measurement and control system for compaction machines were taken back in 1998 when the ACE^{PRO} version was introduced. From the very outset, this system was continuously improved and it is now regarded as a groundbreaking technology in the industry. The benefits of ACE^{PRO} are clear to see: The number of passes is reduced – with proven savings on fuel, labour and

machine wear. Continuous measurement of compaction and permanent control of the amplitude and frequency parameters guarantee optimum compaction results, and costly reworking is avoided. Using the ACE^{PRO} system ensures uniform surfaces or layers. This extends the lifetime of the compacted substrate, including the asphalt wearing course.

Willi Reutter, Application Manager Heavy Equipment at Ammann, points out that continuous compaction measurement is becoming more important as time goes on: “This new EU standard alone proves that more and more customers – public-sector and private alike – require a standardised soil compaction measurement process. Compaction using a system of this sort has dual benefits: the results are significantly better, and both

the customer and the engineering practice have a guarantee of quality and durability if they specify compaction as per the new CEN 17006 standard. This new directive applies for all soil compaction starting from weights of seven tonnes. Our ACE systems comprise the sensors and the operating unit installed in the cabin. Of course, they are always fitted so that operators can see the display at all times, therefore ensuring safe operations”

Thilo Ohlraun, Area Manager in Western Europe, explains: “At Ammann, we welcome this new directive because we already opted for robust control technology back in 1998 when we introduced ACE. Our systems – ACE^{PRO} and ACE^{FORCE} – meet all the specifications required by the standard and in some cases, their performance goes well beyond that scope.

The system immediately detects surfaces that are not adequately compacted and visualises them in the automatic quality control. The ACE^{PRO} version even reacts to the captured measurement values and automatically adjusts the vibration parameters. All measured values, including parameters for load-bearing capacity, number of traverses and frequency or amplitude values, are continuously displayed and stored in real time. With the ACE^{FORCE} system, the machine operates at a fixed frequency or amplitude; the ACE^{PRO} version adapts the compaction parameters automatically and continuously during traverses. In addition, both ACE systems offer ADS documentation software with Office analysis functions for convenient verification of completed passes. Of course, all the ACE systems can also be combined with all commonly used GPS products for mapping and operator guidance.



A SPEEDY PLANT FOR A SPEEDY ROAD

Ammann CBT 60 SL Elba Plays Key Role on Russian Tollway

ONE DAY, THE M11 WILL BE A HIGH-SPEED RUSSIAN MOTORWAY. TODAY, THE CONTRACTOR BUILDING THE ROAD IS RELYING ON A MOBILE CONCRETE-MIXING PLANT THAT OFFERS SPEED WHEN IT COMES TO RELOCATION.

"We acquired the Ammann CBT 60 SL Elba because it has several advantages, including its ability to be quickly assembled," said Dmitry Popov, technical department chief of TSM Company, a leading transportation construction firm with headquarters in Moscow. "Transport is simple, and assembly times are short. The plant's electric and pneumatic

components are completely pre-installed. Also, no foundations are needed. Soil compacted to 250 kN/m² is sufficient."

The M11, also known as the Moscow-Saint Petersburg motorway, is a significant undertaking. It runs parallel to the existing M10, but will be a high-speed tollway with an average travel speed of 150 km/h (93 mph).

When completed in 2018 it will be 650 km (404 miles) long, with the number of lanes ranging from four to 10. It includes 32 interchanges, 167 overpasses and 85 bridges.

TSM, founded in 2005, is working on the phase of the roadway that stretches from kilometres 58 to 149 (36 to 93 miles). Providing ready-mix concrete for that length of

road will require plant relocation. The plant also will be deployed to other projects after the motorway is completed.

"We call this plant 'super mobile,'" said Popov. "Ammann CBT 60 SL Elba is extremely fast in set-up times due to its folding mechanisms and compact plant design. It needs just two open-top containers for relocation. It also has favourable transport dimensions and consistently complies with requirements."

The plant's primary role on the M11 is producing ready-mix concrete and hard mixes for exits from bridges and overpasses.

Besides mobility, the plant also provides the productivity needed to meet deadlines, with a potential output capacity of 58 m³ per hour.

"The cycle time is short because of direct weighing of inert material on the belt conveyor and direct feeding into the skip," Popov said. Excellent mixing ensures homogeneous material production.

More work awaits the Ammann CBT 60 SL Elba after the M11. "Our company is engaged

in complex construction, reconstruction and repair of highways, airfields and industrial and hydrotechnic facilities," Popov said. "The plant will be relocated frequently. It will mainly work on the construction of bridges, flyovers and roads."

TSM has a long history of landing high-profile projects, including work on the M4, M9 (Baltic Highway) and A-149 Adler to Krasnaya Polyana Highway. Work on a variety of airfields has been completed as well.

TSM believes that advanced technology and innovation enable it to respond quickly to the needs of its customers – and to gain

competitive advantages. It offers comprehensive infrastructure construction through its more than 2,200 units of equipment. TSM produces its own mixes and minerals and operates a modern maintenance and repair facility and certified laboratory.

"We rely on technology to help us deliver quality results to our customers," Popov said. "The Ammann CBT 60 SL Elba plant fits well with our commitment to keeping projects on track through technology and productivity."



4 KEYS TO GROWTH

Costa Rican Company's Plan for Prosperity

PAVICEN'S GROWTH INITIALLY WAS SLOW AND STEADY. "WE GREW, LITTLE BY LITTLE, AND GROWTH MEANT HARD WORK," SAID JAVIER APÉSTEGUI ARIAS, ONE OF THREE PARTNERS IN THE COMPANY.

Pavicen, based in Alajuela, Costa Rica, was founded in 1978. It grew steadily, first with the purchase of a quarry and then with several asphalt plants over the years. A big move was made in 2015, when Pavicen acquired an Ammann ACM 140 Prime Asphalt-Mixing Plant with a capacity of 140 tonnes per hour (154 US tons/hour). "The plant provided much

more asphalt mix capacity, and we needed to ensure the rest of the fleet could keep up," Apéstegui said. Pavicen turned to Ammann, which has products for every phase of road construction. The growth is continuing, with the Ammann asphalt plant and paving equipment helping the company meet its goals.

What are the keys to managing successful

growth? Apéstegui shared the observations that follow.

Slow growth is a great entrance to an industry. While growth was admittedly slow in the early years, it also gave Pavicen a chance to thoroughly learn the business. "Working on projects that were small in scale, such as

paving and residential driveways, gave us an understanding of the business," Apéstegui said. Many of those same lessons can be applied across a broader scale. Among them: the necessity for superior equipment that helps meet deadlines and quality goals.

Find a supplier that supports the entire product line. Pavicen's growth meant taking on more projects – including some challenging jobs where quality and versatility were essential. "We had the plant, and then we needed better machines that provided great performance," Apéstegui said. "That's when we thought about standardising the product line we used and going with a single brand."

Pavicen chose Ammann to supply light compaction equipment, rollers, pavers – and even the asphalt plant.

A single brand helped operators apply experience gained from one machine to quickly learn how to operate another. Machines are also similar in terms of maintenance, creating further efficiencies.

The machines also cover all phases of road-building – even down to the light equipment level. "The light machines also are very important to us," Apéstegui said. "We have plate compactors that we use daily in our jobs.

Maximise useful technology. Pavicen's experience – including lessons learned during the early years of slow growth – taught Apéstegui that technology is essential to productivity and quality. That technology also must be intuitive so that operators are able to properly utilise it.

"All Ammann machines have advanced technology, but also are simple to operate," Apéstegui said. "The operators feel at ease."

Pavicen's jobs typically require density testing, and the technology available in Ammann equipment ensures targets are met. That has led Pavicen to utilise optional compaction evaluation tools offered by Ammann.

"This allows the operator to constantly monitor the compaction of the base and sub-base," Apéstegui said. Workers don't waste company time or fuel making more passes than are necessary. They also leave jobsites knowing that targets have been met. Pavicen also utilises the Ammann AFW 350 Wheeled Asphalt Paver. "It has been a major upgrade in terms of quality for our company, because we didn't have a finisher with a tamper or

sensors. The technology in this machine has set us apart in the market."

Pursue proper training. Even the most intuitive technology requires training time. "Ammann gave us the chance to train our staff in Europe and also sent people from Europe to show the operators how the pavers work," Apéstegui said. "This support was key in making the technology useful."

These four important observations can help businesses in similar situations manage growth as they, too, create a plan for prosperity.



Please scan the QR code to view an accompanying video.



WHEN MOBILITY MATTERS MOST

Ammann Plants Frequently Relocated During 1,415 km Greek Road Construction Projects

NEARLY A DECADE OF MAJOR ROAD CONSTRUCTION IN GREECE IS AT AN END, WITH A STAGGERING 1,415 KM (880 MILES) OF NEW ROADWAY BUILT AT A COST OF 8 BILLION EUROS.

The results are transformational. Villages that were essentially isolated now are ready for strengthened economies thanks to new arterial roads. Larger thoroughfares are now safer and more efficient.

"The average drive-time reduction is 30 per cent," said Jannis Charalampidis, commercial director at SPANOS Group, an Ammann Distributor.

The undertaking includes many projects, with roads built north, south, east and west. Among the specific undertakings were Olympia Odos, Moreas Motorway, Nea Odos, Kentriki Odos and Aegean Motorway.

New roads now connect the three regions and the capital of the country with the most important gates of Greece to Europe: the ports of Patras and Igoumenitsa, which include archeological sites, tourist areas and agricultural production. Other construction work will hasten the development of the Peloponnese, Western Greece and Epirus.

Governmental agencies and many businesses devoted years to the infrastructure project.

Asphalt plants also put in hard work, with many working throughout the span of the projects. The plants stayed productive through their ease of relocation – and their ability to create quality mixes when back at work.

Mobility Is the Key

The size of the project could have been overwhelming on many fronts, including equipment utilisation. That led many asphalt manufacturers

to choose Ammann mobile and transport-optimised asphalt-mixing plants.

"There are more than 40 Ammann asphalt-mixing plants in Greece, and more than 20 of them are directly involved in the construction of the new carriageways," Charalampidis said. "Of those 20 plants, 10 are mobile or semi-mobile Ammann plants."

ABM EasyBatch plants are categorised as "mobile." They can go from production at one location, to production at another, in two or three days.

ABT SpeedyBatch plants are "transport-optimised," meaning they can be disassembled and reassembled within a few days – but not quite as quickly as ABM EasyBatch. But the transport-optimised plants have an advantage because they offer a bit more production capacity than their mobile counterparts.

Both types of plants moved often. Elissavet Pantartzidou, a board member of Pyramis ATE, estimated two Ammann plants had been moved 15 times to keep pace with the production needs during the nearly decade of construction.

"The greatest challenge is the sheer size of the project," said Pantartzidou, whose company utilised an Ammann ABT 280 SpeedyBatch and ABM 90 EasyBatch asphalt-mixing plants.

"Our mobile Ammann plants allow us to move quickly from one location to another and to meet all the difficult time-related and quality-related requirements."

What all Ammann mobile and transport-optimised plants have in common is ease of relocation to minimise downtime.

"Disassembling all the parts of a SpeedyBatch plant takes only two days and then

another two days to install it again," said Efangelos Karakitsos, operator with Ifaistos Asfaltika S.A. "It doesn't take anything special to install this plant since it features support feet that make the installation very easy as long as there is a flat, even surface for a strong grip."

The electronics are easy to assemble because they consist of plug-in components that are clearly marked so it is all but impossible to mismatch them, he said.

Well-compacted ground is the only requirement for installation, said Konstantakos Lampros, who operates an ABT SpeedyBatch plant for Pyramis ATE. "Nothing else is necessary," he said. "The electrical assembly is easy because the connections are pre-integrated and that is all that is needed."

The quick relocations ensured plants were near the paving action. Their productivity also helped keep the project on track – essential not only to those involved in the road building, but to all of Greece.

"As you can understand, such projects will boost areas with difficult access by connecting them to large urban centers," Charalampidis said. "The new roads run horizontally and vertically through the country and clearly improve the speed and quality of transport. They offer economic benefits and high levels of safety to drivers and vehicles."



Please scan the QR code to view an accompanying video.

VERSATILE AMMANN FLEET ADDS VALUE TO SRI LANKAN PROJECT

Light Compaction Equipment Productive on Provincial Road Project

PAST PERFORMANCE IS ESSENTIAL TO FUTURE WORK WHEN IT COMES TO SRI LANKAN INFRASTRUCTURE PROJECTS.

With much future business at stake, Rathne Construction used a variety of Ammann compaction machines on a recent provincial road project.

“We are always concerned about project deadlines and facing more competitors,” said G.R. Karannagoda, managing director

of Rathne Construction, with headquarters in Ambalantota, Sri Lanka. “This project was essential because we needed to be successful to qualify for future work.”

Rathne, founded in 2006, worked as a sub-contractor on a Provincial Road Development Authority project in the Hambantota District.

The road required the compaction of pedestrian walkways, bank filling and road patch work – a perfect match for the Ammann light equipment lineup. Some traditional asphalt compaction was required as well.

Rathne specialises in road construction, building construction and asphalt supply. It therefore requires machines that can remain productive when the jobsite conditions change. “The Ammann machines are productive in multiple applications,” Karannagoda said.

ARW 65 Walk-Behind Roller

“The ARW 65 1-ton (U.S.) roller was very effective on the pedestrian areas,” Karannagoda said. The walk-behind roller offers a high-amplitude setting for work on gravel/soil or a low amplitude setting for asphalt and bituminous materials.

ARX 23 Articulated Tandem Roller

“The ARX 23 is a versatile roller that can be used on rural roads or city roads,” Karannagoda said. “It’s also very easy to operate,” Karannagoda said. “Operators appreciate that it’s not only easy to control and manoeuvre, it’s easy to maintain.”

ACR 60 Rammer

“There was a need for bank filling and foundation work on the provincial project,” Karannagoda said. “This machine was very good at those applications.”

The ACR 60 is the lightest Ammann Rammer at 62 kg (137 lbs). The handle enables manoeuvrability while limiting vibration to the operator.

“It has low fuel consumption and good compaction force, and at the end of the day, it provides value,” Karannagoda said. “It also is a very durable machine.”

Operators praise the limited vibration and easy handle adjustment.

APF 1850 Forward-Moving Vibratory Plate

“We used the APF 1850 for trench compaction and road patch work,” Karannagoda said. The machine can perform on soil, gravel, paving stones, asphalt and other surfaces.

“It has good compaction force and is a very durable machine,” he said.

A sprinkling system, which is optional on the APF 1850, proved to be a valuable feature. “It works well,” Karannagoda said.

What did all the machines bring to the provincial road jobsite? “Value,” Karannagoda said. “Ammann products have low fuel consumption, good compaction force and are very durable.”

Those qualities helped Rathne Construction reach targets on time – to help ensure the company is invited back for future governmental projects.





A 3-IN-1 MACHINE

AMMANN RSS 120-M RECYCLING SHREDDER

The Ammann RSS 120-M is a shredder, iron separator and screener – all built into a single machine – and is ideal for recycling asphalt, from milled materials to asphalt slabs. The machine features patented technology that enables efficient and gentle crushing, resulting in fewer fine particles.

Key features:

- Capacity of 180 tonnes per hour (198 US tons/h)
- Minimised sound and dust emissions
- Local or remote management of parameters
- From installation to production in 30 minutes
- Standard transport by flatbed truck