



**GRW 280**



The operator's seat can be shifted to the outer edges of the platform – providing an optimal view of the wheels.

## Highest level of comfort

This roller offers each and every operator a comfortable, ergonomically-designed work place. Tall or short, slight or sturdy: Seat, steering column and steering wheel are all adjustable to match individual operator requirements. With this optimal and comfortable sitting position, the operator can now concentrate on the task at hand without distraction.



The steering column is fully adjustable.



The operator's seat can be rotated 90° to the left or right by a single hand movement.

The driver can access the panoramic cab from either side of the machine. The asymmetrically-designed roller frame allows the driver an unhindered view of the outer wheels.



GRW 280 – the ROPS version.

# GRW 280: the state-of-the-art rubber-tired roller

## A complete overview

Sometimes less is more: In the past, it was necessary to have two fixed operator's stations. In the GRW 280, a single seat with integrated controls is sufficient. In no time at all, the operator can shift the adjustable, rotatable seating unit to the outer edges of the machine. The control panel on the driver's console remains in permanent view.

**Climb in  
and enjoy**

Experience the rubber-tired roller of the future.

# Quality and performance different requirements



The hydrostatic drive can be very easily controlled. Therefore, the GRW 280 is as responsive to braking and starting as a tandem roller and guarantees high quality compaction.

## Fast, precise and safe

All rollers in the GRW 280 series offer excellent driving comfort coupled with the highest level of precision. The new hydrostatic rear-axle drive coupled with sensitive automotive style steering and a precise setting of speed, as well as smooth acceleration and gentle braking. This helps prevent unevenness during compaction and increases compaction quality.



The "air on the run" option allows the driver to alter the tire pressure at any time during operation to ensure optimal working conditions for the material to be compacted.



# ance to meet nts



The panoramic cab affords the operator a clear view of his work area, both front and rear.

## Simple ballasting up to 30 tons

An intelligent concept simplifies ballasting modifications ranging from 10 to 30 tons. At the heart of it are the large ballast spaces located between the wheel sets and the open compartment frame below. Loading and unloading can be carried out with minimal effort: The concrete or steel ballast sections are inserted or removed by using a fork-lift.



The ballast spaces can be loaded with pieces of varying thicknesses and materials. Thus, machine weight can be adjusted quickly and easily.

## Uniform weight distribution

The ballast spaces ensure that the weight of the machine is equally distributed over both machine axles at all times – the optimal pre-requisite for quality compaction. The load per tire can vary within a range of 1.25 – 3.75 tons.



With a machine height of less than 10 ft. (3m) and an even weight distribution between front and rear-axle, the GRW 280 can be equipped for any application.

# GRW 280

## ► The state-of-the-art rubber-tired roller

### 1 ► Operating and driving comfort

Comfortable driver's seat, side-movable and rotatable, with adjustable steering column. Hydrostatic drive with 2 joysticks. Individually-adaptable console with integrated display and intuitive controls. Well-designed and clearly-marked controls for all machine functions.



### 16 ► Viewing channel

Openings in the frame allow the contact surface of the inner wheel set to be seen from the operator's seat. Lighting provided for night-time operation.



### 15 ► Levelling

Elegant solution for levelling the front wheel suspension provided by two swing arms positioned between the front wheel pairs.

### 14 ► Wheel suspension

Newly-designed wheel suspension system ensuring uniform pressure distribution over the working surface, irrespective of ground conditions.

### 13 ► Disc brakes

Powerful disc brake system on the front axle for machines from 20 tons and heavier. Deceleration values well above specified requirements – even at high driving speeds and under maximum ballast.

### 12 ► Tire inflation system

Allows easy adjustment of tire pressure – even during compaction operations.

### 11 ► Servicing access

Stowable, safe cab access. The steps are also used to provide access to the engine compartment.



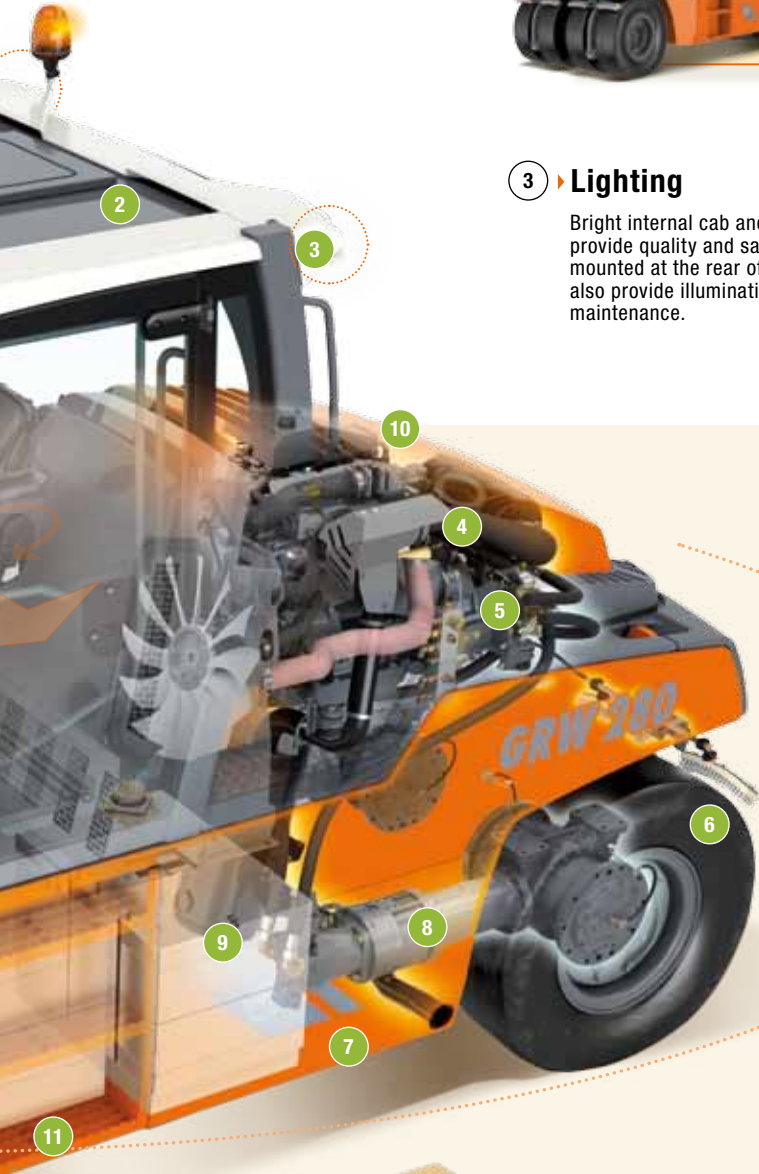
### 10 ► Attachments

Edge press and cutting equipment including track indicator for clean chamfering of the roadway. Can be mounted on the right hand side of the rear.



## 2 ▶ ROPS

Driving position with excellent all-round visibility. Available with XXL panoramic cab and integrated roll over protection, or as an open ROPS version.



## 3 ▶ Lighting

Bright internal cab and frame lights provide quality and safety. Lights mounted at the rear of the cab also provide illumination for engine maintenance.

Type	Operating weight lbs (kg)	Load per tire lbs (kg) / tire	Engine Power HP (kW)	Working width in (mm)
GRW 280 -10	21,074 (9.559)	2,634 (1.195)	134 (100)	82 (2.084)
GRW 280 -15	30,912 (14.022)	3,864 (1.753)	134 (100)	82 (2.084)
GRW 280 -20	40,382 (18.317)	5,048 (2.290)	134 (100)	82 (2.084)
GRW 280 -25	51,013 (23.139)	6,377 (2.892)	134 (100)	82 (2.084)
GRW 280 -30	60,789 (27.573)	7,599 (3.447)	134 (100)	82 (2.084)

## 4 ▶ Latest engine technology

Powerful drive unit located at the rear of the machine. Modern, water-cooled DEUTZ 4-cylinder in-line diesel engine with common rail injection system complying with EU Stage III and US EPA Tier III requirements. Low-noise, environmentally-friendly operation guaranteed.

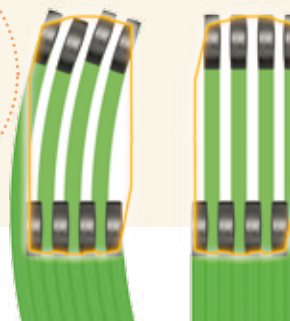
## 5 ▶ Engine exhaust

Cleverly positioned exhaust to direct fumes away from the machine and the operator. Intelligent use of fresh air with cooling effect.



## 6 ▶ Overlapping tire tracks

Complete compaction ensured by generous overlapping of tire tracks.



## 7 ▶ Asymmetrically designed frame

Asymmetric frame, designed to match the position of the wheel sets. For the first time, the outer edges of the wheel sets are constantly visible.

## 9 ▶ Ballasting

The variable ballast concept allows precise loading of the machine to suit variations in asphalt mixes, layer thickness and application. Large ballast spaces with easy loading and unloading for various ballasting materials.

## 8 ▶ Hydrostatic drive

Hydrostatic rear-axle drive for effective driving during transport and compacting. Modern transport system comprised of 2 joysticks for simple operation with gentle braking and smooth acceleration.



# Simple, fast and safe



The GRW 280 is designed to be service friendly: all maintenance work can be carried out on one side of the engine. Water refilling and diesel refuelling points are easily accessible. The cab lighting system also provides sufficient illumination for engine maintenance activities carried out when working at night.



## Safe servicing platform

Cleverly designed and practical is the access to the operator's platform. The steps are integrated into the outer contour of the machine frame and hinged. When folded out, they provide easy access to the engine servicing platform.



Quick access to the operator's platform.

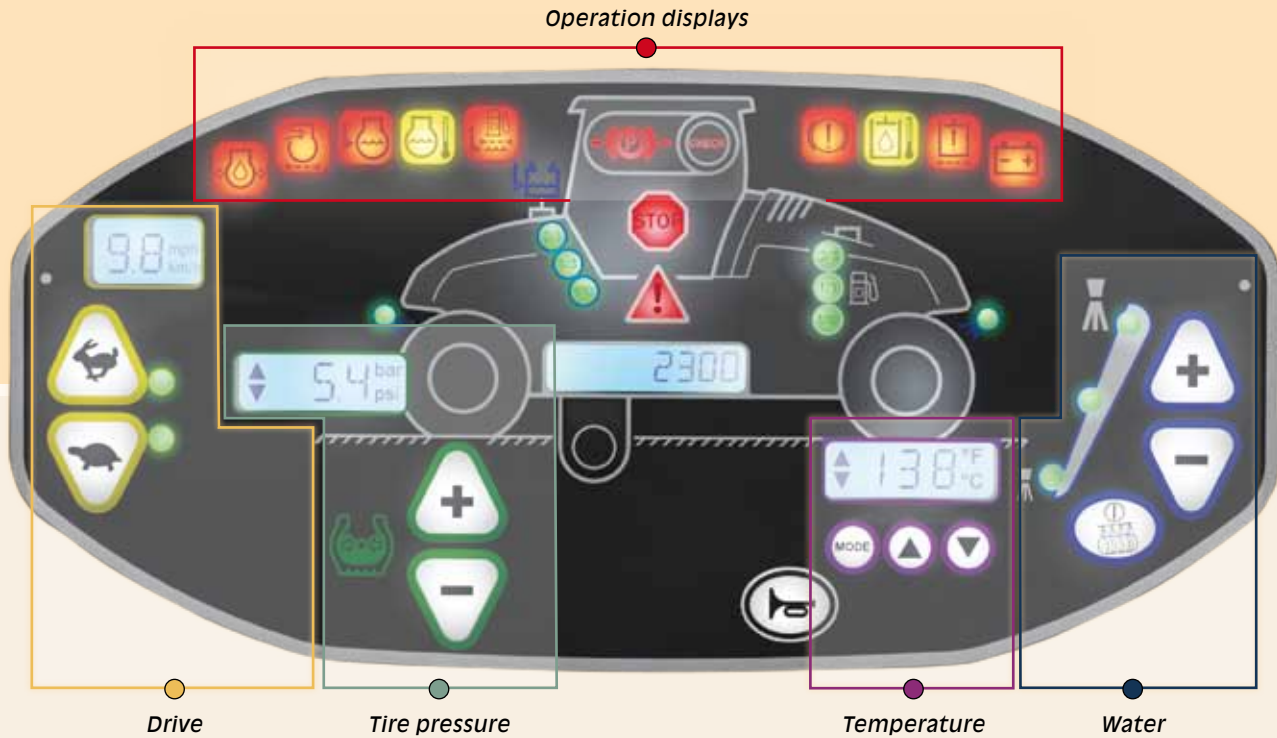


Simply unlock the mechanism, pivot the steps ...



... and relock the steps on the outer frame. Done!

# Intuitive operation



Instead of the usual foot pedal, the GRW 280 driver controls both speed and direction using a joystick, enjoying a greater degree of driving comfort.

## Operating comfort as a priority

With its clearly structured control panel, the GRW 280 is just the latest in the line of easy to operate, comfortable and ergonomically designed HAMM rollers. Frequently used controls and displays are positioned on the console in a clear field of vision of the driver.

**Further highlight:** All displays are language-neutral. The roller is almost entirely intuitive and totally safe to operate!



The operating concept of the GRW 280 corresponds to that of a tandem roller. This increases efficiency, since personnel will be familiar with the operation of either type of machine without having to undergo further on-the-job training.

# Outstanding visibility



Whether fitted with cab or with the open driver's platform of a ROPS frame – the driver of a GRW 280 has an excellent view of the machine and the work areas at all times.



product  
design  
award

2010



reddot design award  
winner 2010

## Asymmetrically designed frame

The new asymmetrically designed frame not only gives the GRW 280 an attractive look, but offers a number of advantages. Above all, outstanding visibility. With symmetrical frames, the wheels can only be seen with difficulty. The new design, with symmetry based on the wheel sets, offers the driver an unhindered view of the wheels on either side of the machine.



Driving seat and console can be adjusted to any desired operating angle.

## Compact design

With the new design of its frame, its modern panoramic cab and other design elements, the GRW 280 is logically configured, user-friendly and compact. During operation, the machines are extremely versatile and maneuverable no matter the operating weight.



## Award-winning design

The modern, intelligent design of the GRW 280 has been recognized and bestowed with design awards at the international level. The innovative rubber-tired roller impressed the juries of both the "iF" and the "reddot" design awards. These are prizes awarded for outstanding ergonomics, functionality and environmental compatibility.



View from the cab: the inner rear tire edge as seen through the viewing channel.

## Viewing channels keep the contact surface in view

Viewing channels built into the frame allow an unhindered view of the outer wheels of the machine. From the cab, the operator can continuously check whether the wheels are sufficiently wet or picking up bitumen and whether filling pressure is adequate – in short: compaction quality is increased. The viewing channels are also ideally illuminated for night-time operation.



View from the cab: the inner front tire edge as seen through the viewing channel.



Only at HAMM: Unhindered view of the wheels.



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