Better gradeability

- Optimized front and rear drive capacity and mass distribution, achieving the maximum gradeability of 65% in the industry and better adaptability to working conditions.

More comfortable and safer driving

- New generation of cambered noise reduction and vibration reduction cab (the best noise and vibration reduction performance in the industry), optimized air conditioning outlet (from up to straight), ergonomic manipulation space, making driving a pleasant experience.

More earnings

- High-frequency vibration and even compaction (the industry's highest vibration frequency is 40Hz, the maximum exciting force is 280kN, and amplitude uniformity <7%), achieving a compaction efficiency and quality 10% better than those of competitors.

Less cost

- ECO energy-saving technology: The engine works in the optimal economic zone (1850rpm) with unchanged compaction performance, and the fuel consumption is 10% lower than that of competitors under the same working condition.

Technical specifications

Model		SSR100C-10S(Euro Ⅱ)
Load	Operating mass (kg)	10700
	Mass allocated to vibrating drum (kg)	5820
	Mass allocated to driving axle (kg)	4880
	Static linear load of vibrating drum (N/cm)	268
Compaction	Vibration frequency (Hz)	32/40
	Nominal amplitude (mm)	1.8/0.9
	Centrifugal force (kN)	280/216
	Diameter of vibrating drum (mm)	1500
	Width of vibrating drum (mm)	2130
	Vibrating drum rim thickness (mm)	25
Maneuverability	Travel speed (km/h)	0~5
		0~6
		0~9
		0~12
	Theoretical gradeability	65%
	Min. ground clearance (mm)	431
	Wheelbase (mm)	2940
	Steering angle (°)	±35
	Swing angle (°)	±12
	Min. turning outer diameter (mm)	11700
	Tire specfication	23.1-26
Engine	Brand	DONGFENG CUMMINS
	Model	4BTAA3.9-C125
	Emission	Euro Ⅱ
	Rated power (kW)	93
Capacities	Battery (V×Ah)	24×120
	Fuel tank (L)	200
	Hydraulic oil tank (L)	80

Product options and smart kit

Opt. configuration	Application scenarios and descriptions	SSR100C-10S (Euro Ⅱ)
Smooth wheel	Compaction of earthwork, cement stabilized macadam and other subgrade	●
Combined bump	Commonly used for clay compaction; bumps removable	○
Welded bump	Non-removable	○
Cab	Enclosed manoeuvring space with air conditioning	●
Driving shed	Open manoeuvring space without air conditioning	○
Rear axle without differential lock	Applicable to conventional subgrade compaction	●
Rear axle with differential lock	Used for compaction of sandy and soft subgrades Force the left and right tires to roll at the same time, so as to avoid slipping.	○
Tractor tire (herringbone type)	Used for compaction of soft and slippery earthwork subgrade Stronger grip for better driving force of tires.	○
Standard buoyancy tire (quincunx type)	Commonly used for compaction of cement stabilized macadam and sandy land; Small tire indentation and large contact area with the ground.	●
Thickened buoyancy tire (quincunx type)	Deep pattern, more skid-resistant and wear-resistant	○
Electronic anti-skid system	Often used for compaction of subgrade on sandy land and with large slope (≥ 30%); Intelligently adjusting the driving force of drums and tires to avoid slipping.	○
Intelligent rolling system	Used for key projects such as expressways and high-speed railways (with strict density requirements); Visually display compactness changes in real time through light display.	○
Backup camera	Display real-time images at the rear of cab; Integrate images into the display screen of cab.	○
Manual release of parking brake	Emergency: When the engine cannot be started, it is urgent to drag the machine away from the site; Press the button manually to release the reducer and rear axle brake, so as to facilitate the dragging of the machine	○

● Standard ○ Optional

Dimensions