

CONCRETE PAVING EQUIPMENT

FOR HIGHWAY AND AIRPORT MARKETS



HIGHWAY AND AIRPORT CONCRETE PAVING EQUIPMENT

Guntert & Zimmerman's (G&Z's) Slipform Paving Equipment are the most trusted machines in the business. In 1956, G&Z pioneered and introduced the first concrete highway and airport slipform paver mounted on crawler tracks with automatic line and grade control. Today, G&Z offers a wide range of concrete slipform paver models along with other support equipment, such as mechanical Dowel Bar Inserters, Placer Spreaders and Texture Cure Machines to suit your present and anticipated future needs.

These equipment designs are based on G&Z's more than half a century of experience. G&Z paving equipment is built to last under the rigors of job site use, transport, and configuration changes. Unique productivity features are incorporated in the machine design to reduce the time required to transport, maneuver, and change paving widths without sacrificing the performance advantages contractors have come to expect from a G&Z.

S400

MULTI-PURPOSE PAVER

Paving Width: 6.5 to 24.5 ft (2 to 7.5m)



The New G&Z S400: Multi-Purpose Slipform Paver is designed to carry on the top performance of the G&Z brand, while adding even greater value for the customer. The S400 is an entry level, single/dual lane paver with the ability to perform versatile applications including: city streets, ramps, shoulders, highway, airport, dual lane, off-set, zero or minimum clearance and barrier walls. The S400 is a slipform paver that does not confuse 'entry-size' with 'entry-quality'. It has a functional design at an affordable price point. The S400 adds value to the customer in its versatility, low operating cost and productivity.

Applications

Mainline Highway	Concrete Overlay
Concrete Barrier	Ramps and Interchanges
Offset / Zero Clearance	Airport Pavements
City/County Roads	Canal and Reservoir Lining

Engine

173 HP (125 kW)

Transport Length

Paving Width + approx. 21'-8" (6.6 m)

Transport Width

Under 9'-10" (3 m)

S600

MULTI-PURPOSE PAVER

Paving Width: 8 to 31 ft (2 to 9.5m)



The S600's design has redefined what mobility means for a small paver without sacrificing the same performance advantages contractors have come to expect from G&Z's mid-size and multi-lane pavers. Utilizing G&Z's time tested and rugged paving kit design, the S600 is capable of achieving excellent smoothness numbers on the toughest IRI and zero blanking band projects. The S600 features a double telescopic tractor frame, access walkway, and hose hinge system. The versatility of the S600 tractor allows the contractor to quickly switch between applications and paving widths.

Applications

Mainline Highway	Concrete Overlay
Concrete Barrier	Ramps and Interchanges
Offset / Zero Clearance	Airport Pavements
City/County Roads	Canal and Reservoir Lining

Engine

Cummins QSB6.7 200 HP (149 kW) Diesel Engine Tier 3 / Euro Stage IIIA or
Optional Cummins QSB6.7 260 HP (193 kW) Diesel Engine Tier 3 / Euro Stage IIIA

Transport Length

Paving Width + approx. 20'-9" (6.32 m)

Transport Width

Under 9'- 4" (2.85 m)

S850 QB or SL

MID-SIZE PAVER

Paving Width: 12 to 41 ft (3.5 to 12.5m)



The versatile S850 Slipform Paver is designed to be the paver of choice for all your mid-size paving needs. The S850 is agile enough for economic use on cut up urban and residential paving work without sacrificing the weight, power, and balance required to produce superior riding highway and airport concrete pavements. The S850 is available with telescopic QUADRA Bolsters (QB) or Swing Legs (SL). The S850 has become the paver of choice in the industry enabling contractors to win numerous smoothness awards and project recognition.

Applications	Mainline Highway City/County Roads Concrete Overlay	Airport Pavements Canal and Reservoir Lining
Engine	Caterpillar C7 ACERT 275 HP (205 kW) or optional C9 ACERT 350 HP (261 kW) Diesel Engine Tier 3 / Stage IIIA	
Transport Length	Paving Width + approx. 11' (3.35 m) with QUADRA Bolsters Paving Width + approx. 24' (7.3 m) with Swing Legs	
Transport Width	Under 12' (3.5 m) with QUADRA Bolsters Approx. 11' (3.3 m) with Swing Legs	

S1500

MULTI-LANE PAVER

Paving Width: 16.5 to 52.5 ft (5 to 16m)



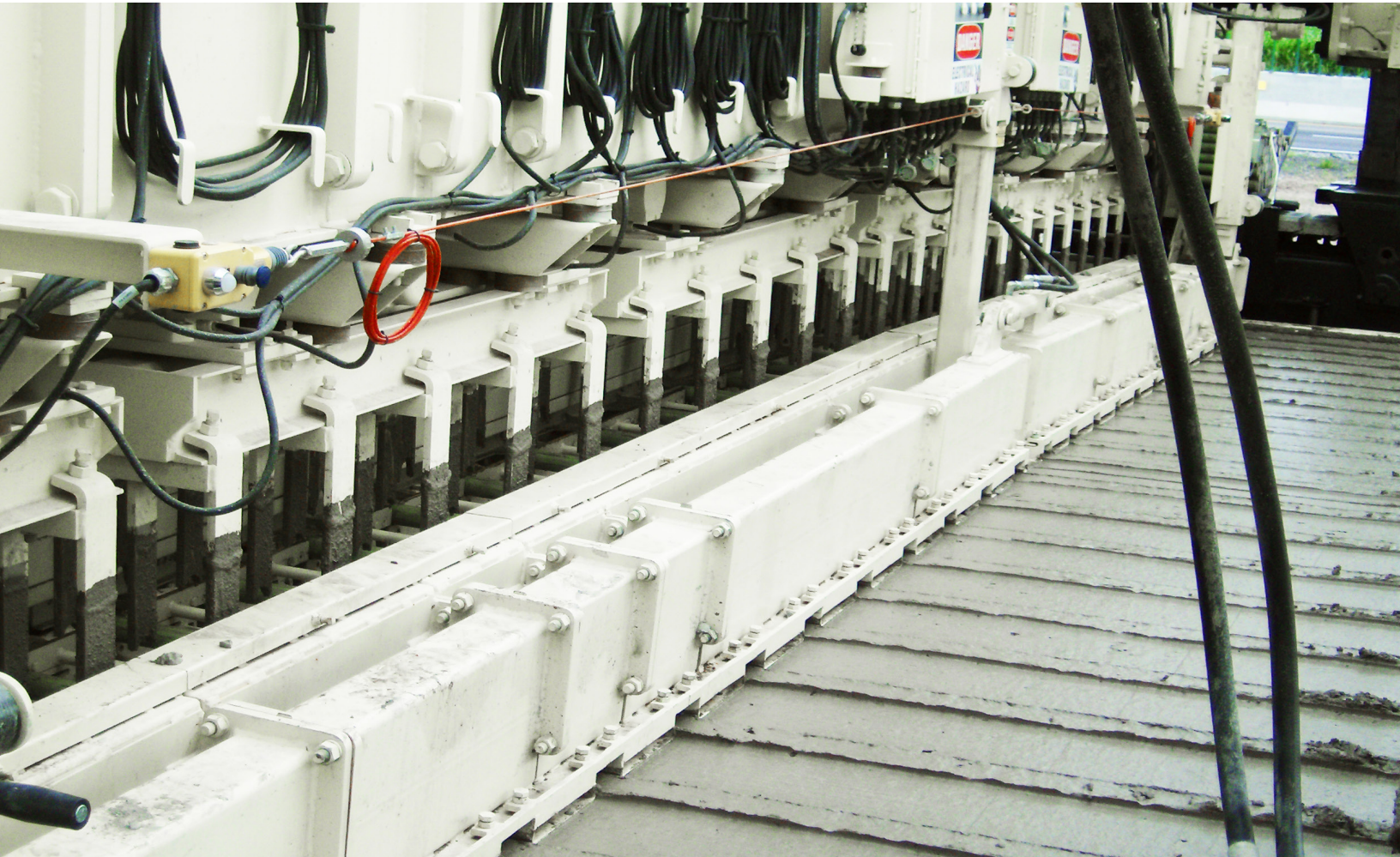
The S1500 Slipform Paver is the largest paver offered by G&Z. Its stout design makes it capable of meeting the strictest smoothness specifications at wide multiple-lane paving applications. The S1500 features a telescopic tractor frame, telescopic front walkway, and a hose tray that can telescope from 18' (5.5m) to 42' (12.8m), the largest in the industry. Its time tested and proven design makes the S1500 the paver of choice for multiple-lane mainline and airport work.

Applications	Mainline Highway City/County Roads Concrete Overlay	Airport Pavements Canal and Reservoir Lining
Engine	Caterpillar C9 ACERT 350 HP (261 kW) Diesel Engine Tier 3 / Stage IIIA or Optional C13 ACERT 440 HP (328 kW) Diesel Engine Tier 3 / Stage IIIA	
Transport Length	Paving Width + approx. 25' (7.64 m)	
Transport Width	Under 11'- 5" (3.5 m)	

DBI

DOWEL BAR INSERTER

Available for All Slipform Paver Models



Since concrete slipform paving began, there has been a need for mechanical Dowel Bar Inserters (DBI) to eliminate the costs and inconveniences associated with dowel supporting baskets which must be secured to the subgrade ahead of the paving operation. The DBI eliminates the need for extra manpower to handle and install the dowel baskets and allows concrete to be dumped on grade in front of the paver. The position of the dowels inserted with the DBI are as good or better than those supported on baskets.

G&Z and its associates pioneered DBI technology starting in the late 1970s. When developing G&Z's 2nd Generation Compact Dowel Bar Inserter, G&Z focused on making successful DBI technology even better. The patented CDBI structure is now a single, self-supporting module designed to speed adding and removing the CDBI from the paver. The optional CDBI self-loading kit eliminates the need for a crane to load / unload a trailer. The CDBI quickly mounts on the rear of a standard G&Z Four-Track Slipform Paver. This patented feature allows conversion back and forth between DBI and non-DBI paving in a matter of hours.

MP550

MATERIAL PLACER



The MP550 is designed for versatility, high production, ease of maintenance and has the lowest operating cost of any machine in its class. It is capable of handling a wide variety of concrete slumps as well as dry materials. The MP550 is capable of the highest concrete spreading production on the market. Its concrete hopper design has been carefully crafted to reduce dump box height while providing an industry leading hopper size at approx. 5.5 cyd (4.2 m³). The MP550 is designed to be the easiest placer on the market to clean and maintain. G&Z put heavy emphasis on making the conveyors and their components readily accessible and easy to clean.

Engine	260 HP (193 kW) 6 Cycle Tier 4i Diesel Engine with ECO Throttle
Transport Length	50'-5" (15.367 m)
Transport Width	11'-10" (3.6 m)

PS1200

PLACER SPREADER

18 to 41 ft (5.5 to 12.5m) with a 64" (1.62 m) Belt



The G&Z PS1200 has combined some already “proven design concepts” with new ideas and technology to introduce the most versatile concrete placer/spreader of its kind. Designed with the contractor in mind, the PS1200 is self-loading and transportable in a single load under 12’ (3.5 m). The feed side of the concrete conveyor can be reoriented from one side to the other in under one hour. Its roll-in / roll-out conveyor design with 64” (1625 mm) wide belt allows optimum placing and spreading capability. On site maneuverability is also excellent for a Placer Spreader of this capability. The PS1200 is available in three track or four track configuration.

Engine	Caterpillar C7 ACERT Diesel Engine 275 HP (205 kW) EPA Tier 3 / EU Stage IIIA
Transport Length	Paving Width + approx. 19’ (5.8 m)
Transport Width	Transport Width (strike off retracted): 11’-11” (3653 mm) Transport Width (strike off removed): 11’-2” (3413 mm)

TC1500

TEXTURE CURE MACHINE

12 to 56 ft (3.66 to 17m)



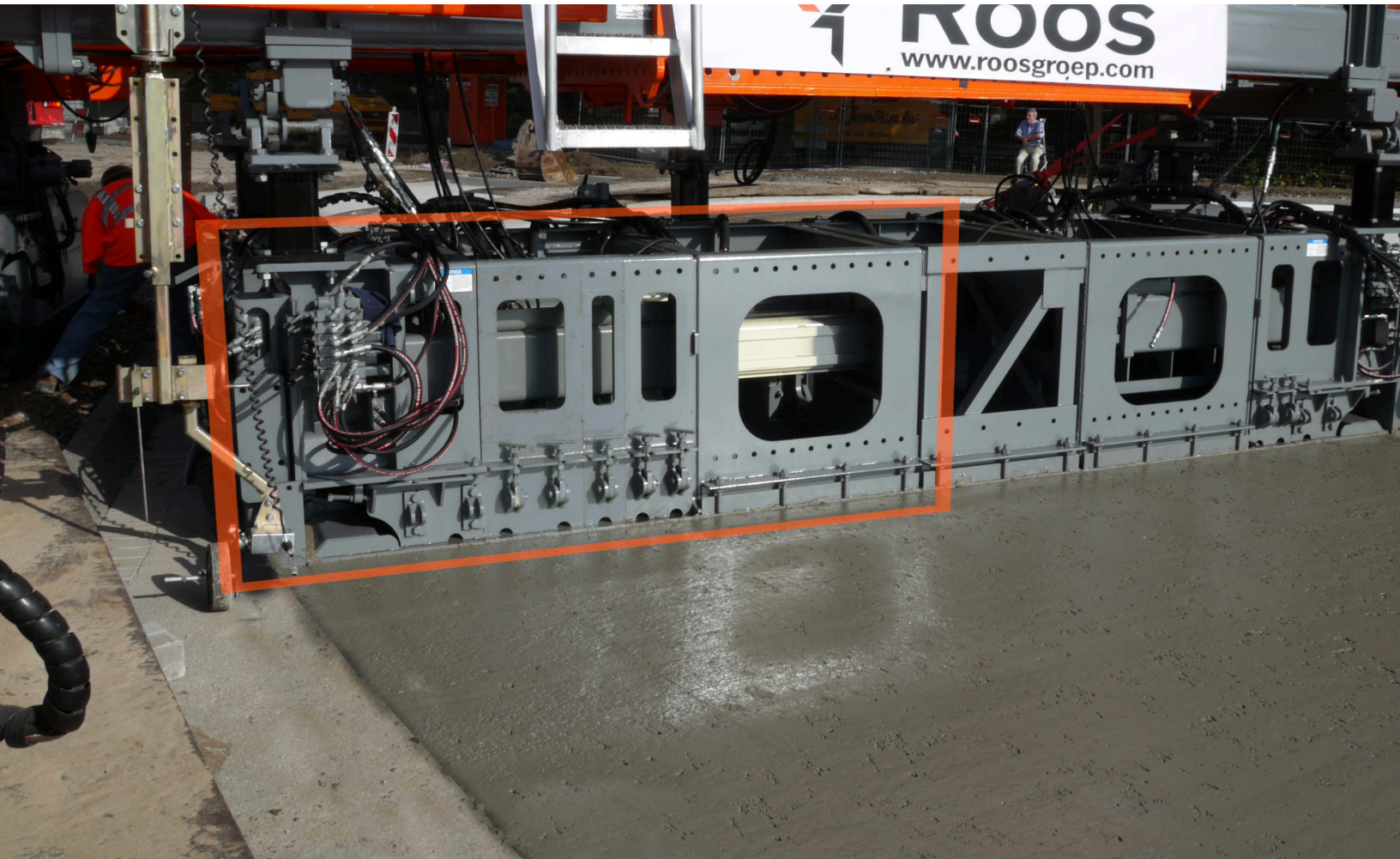
The G&Z TC1500 is the most technologically advanced texture cure machine on the concrete paving market today. The features contributing to this best-in-class distinction include the four-track 90 degree capabilities, the highly accurate steering and elevation control systems, and unique frame design for quick width changes.

The Heavy Duty TC1500 is designed to exceed the requirements of today's transverse and longitudinal tining specifications. The rigid frame and proportional steering and leveling controls offer unparalleled accuracy of the tining which results in extremely quiet pavements.

Engine	Caterpillar C3.4 Diesel Engine, 75 HP (56 kW) Diesel Engine Tier 3 / Stage IIIA
Transport Length	Paving Width + 7'-10" (2388 mm)
Transport Width	Width with Tracks: 9'-10" (2997 mm) Width without Cure Spray Hood / Rear Walkway Hinged Up

TeleEnd

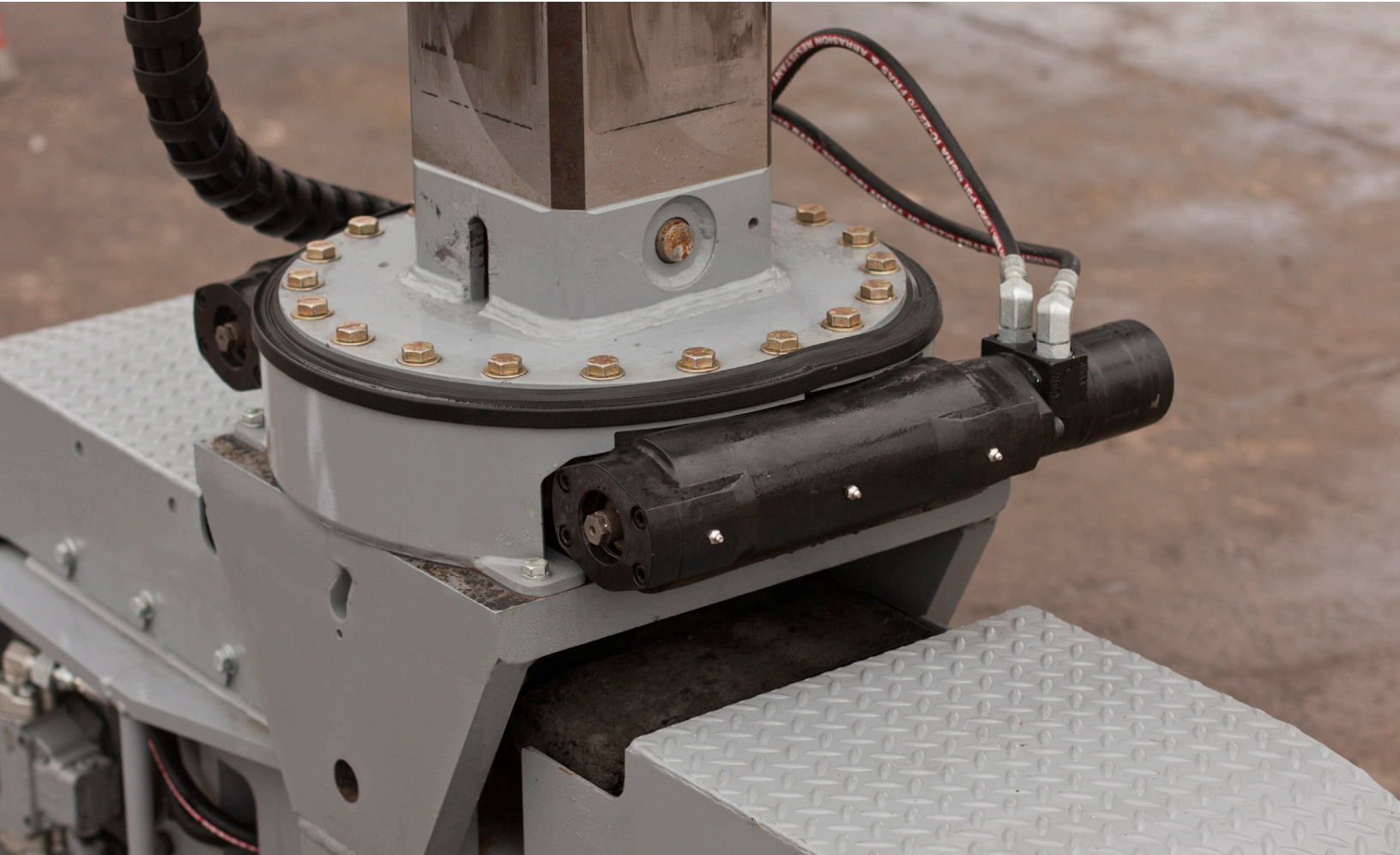
TELESCOPIC PAVING KIT END SECTION



Today's competitive market requires contractors to have the ability to change widths rapidly to meet the most challenging production schedules without sacrificing pavement smoothness. With just a one or two person crew, G&Z's TeleEnd: Telescopic Paving Kit End Section allows the contractor to perform paving kit width changes rapidly without the need to remove bolts or use a crane. Each TeleEnd gives the contractor 6' (1.83 m) of quick width change [3' (915 mm) per side] capability with G&Z Slipform Pavers. A width change which could typically take a four person crew no less than 6 to 10 hours can now be performed by one or two people in two hours or less. TeleEnds can be specified as an option during the purchase of a new G&Z Slipform Paver or can be retrofitted to any existing G&Z Slipform Paver. The TeleEndXL offers 4' (1250 mm) of quick width change capability per side. The TeleEnd XXL offers 6' (2 m) of quick width change capability per side.

AccuSteer

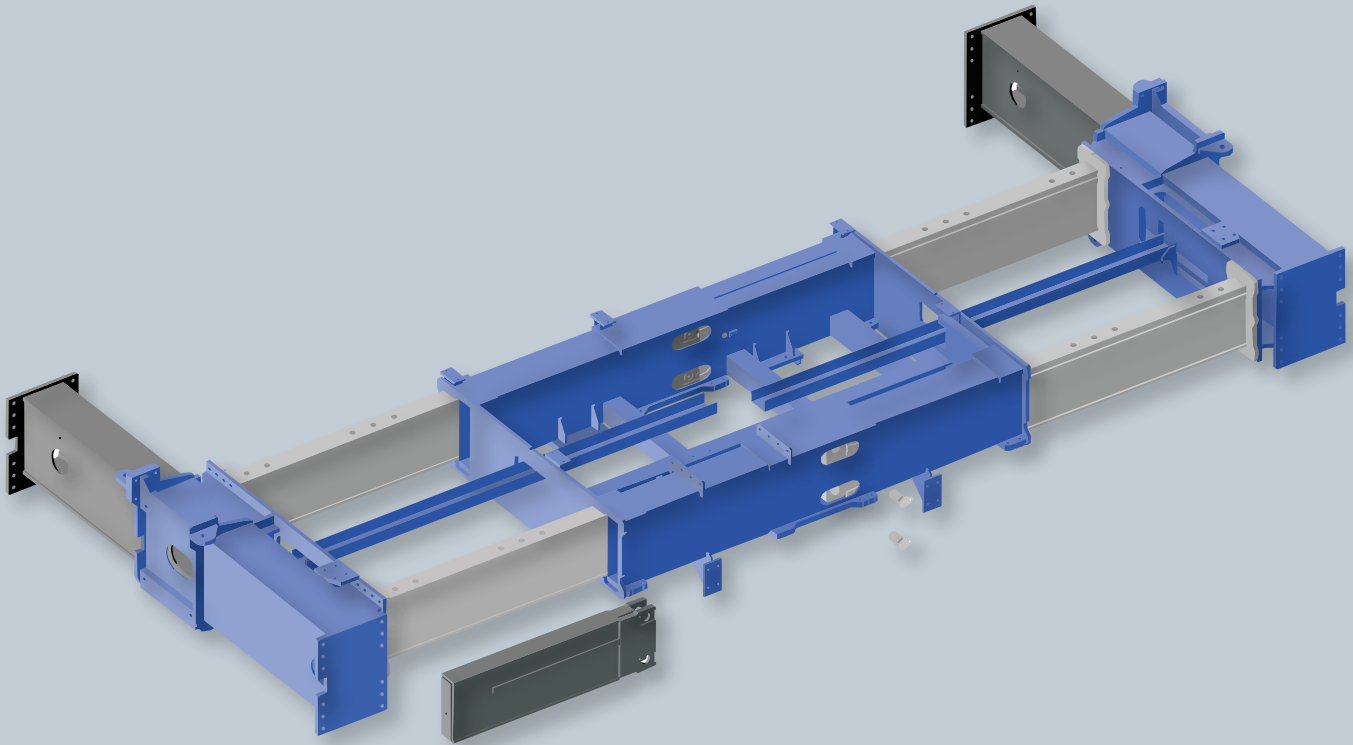
SLEW DRIVE TRACK CONTROL SYSTEM



As an option, the S400, S600, S850, S1500, and PS1200 can be equipped with G&Z's new and patented AccuSteer: Slew Drive Track Control System. AccuSteer uses slew drives which are mounted on top of the crawler track yokes to steer the tracks in lieu of conventional steering cylinders. AccuSteer eliminates the need to re-pin steering cylinders and reset the steering transducer when changing the swing leg/crawler track position. The AccuSteer slew drives are powered with dual hydraulic motor driven hourglass worm gears giving enormous power and gear life to the gearbox. AccuSteer allows the operator to independently rotate each crawler track 320 degrees providing unparalleled paver maneuverability on site, rapid swing leg relocation for paving and transport, and speeds width change. This option includes the required heavier duty jacking columns and reinforced track yokes.

THE QUADRA SYSTEM

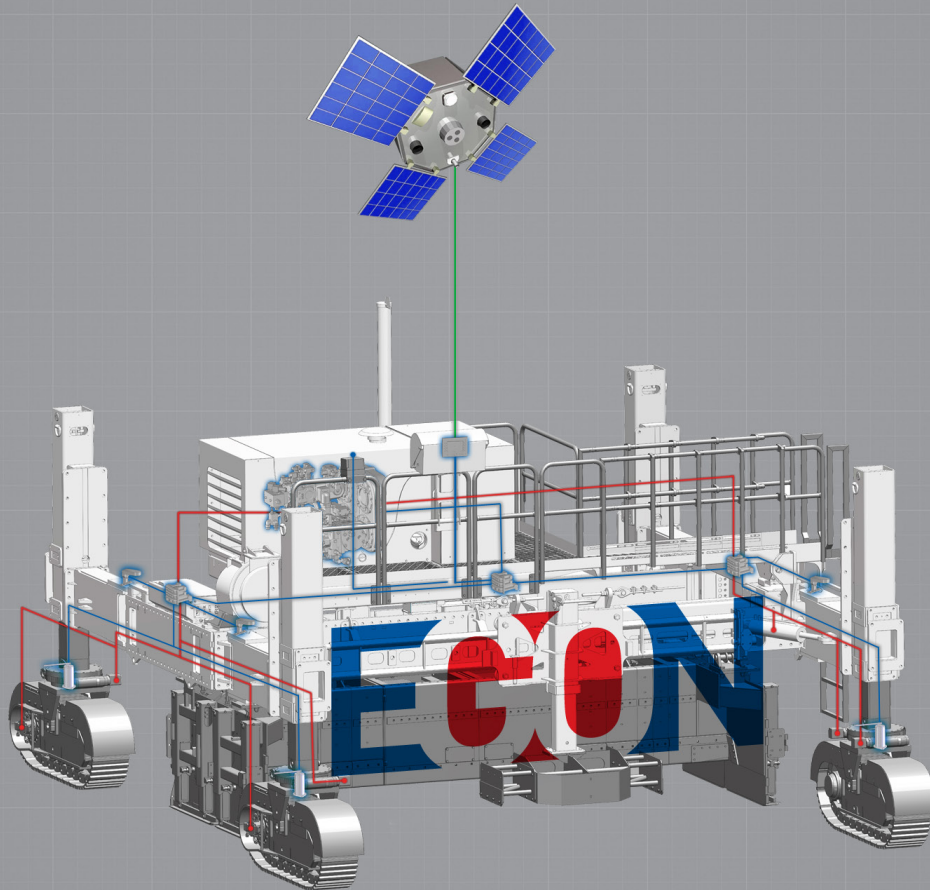
TELESCOPIC CAPABILITY IN FOUR DIRECTIONS



The revolutionary and patented JC Tractor Frame Extension System which is offered on the S850 allows the double telescopic tractor frame to telescope from 12 to 34' (3.65 to 10.36 m) without ever needing to unbolt a bolster from the tractor frame or disconnect a hose. The patented QUADRA bolster feature allows all the transport benefits of a 12' (3.65 m) long, two-track paver while giving the rideability and access to sideform benefits of a four-track paver. Optional frame and hose tray extensions increase working width possibilities to 39' (12 m). This unique Tractor Frame Extension System offers contractors the broadest telescoping ability in the industry. The telescopic hose tray and rear walkway also telescope within this range. Turning the four crawler tracks 90° to the direction of travel and walking the frame together or apart telescopes the tractor frame. Adding or removing the JC Extender sections can be easily accomplished in a matter of minutes with the patented pin connection system. Each JC Extender is attached with two pins.

EGON

EQUIPMENT GUIDANCE & OPERATION NETWORK



Guntert & Zimmerman (G&Z) EGON: Equipment Guidance and Operation Network is a Next Generation Operator Control System that incorporates user friendly features, a modular state of the art network of controllers, extensive onboard and remote monitoring options, and diagnostic capability to allow superior ease of use and troubleshooting. G&Z's first engineering goal is to manufacture paving equipment that "Maximizes Available Paving Time and Minimizes Everything Else." The G&Z software engineering team has designed EGON to meet this standard. It has never been easier to operate, reconfigure, diagnose, and manage a piece of concrete paving equipment. EGON is available on all G&Z slipform paving equipment models. Also, EGON boasts great add-ons like IntelliMatics, stringless integration, and remote operability.

NoLine

STRINGLESS PAVING SYSTEM CAPABILITY



The NoLine: Stringless Paving Preparation Kit can be included as an option on all G&Z Pavers. NoLine integrates the use of stringless technology directly into the paver EGON paver operations software and provides telescopic mounts for the total station prisms (prisms not included). Stringless paving technology is gaining wide spread market acceptance for good reason. As the bidding table gets more competitive, the need for innovative solutions to reduce job site costs is increasing. With the use of stringless technology, the contractor saves money on surveying, stake driving, and string set up, making them more competitive in the market. NoLine makes paving stringless easy.

Guntert & Zimmerman Const. Div., Inc.

222 E. Fourth St. Ripon, CA 95366 U.S.A.

Phone +1 209-599-0066 Fax +1 209-599-2021

Toll Free 800-733-2912 (USA / Canada)

Email: gz@guntert.com Web: www.guntert.com



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