

S600



MULTI-PURPOSE SLIPFORM PAVER

Paving Range: nom. 8 - 34ft (2.5 - 10m)

Available with Dowel Bar Inserter (DBI)



THE ULTIMATE PAVING SYSTEM

SMARTLEG (OPTIONAL)

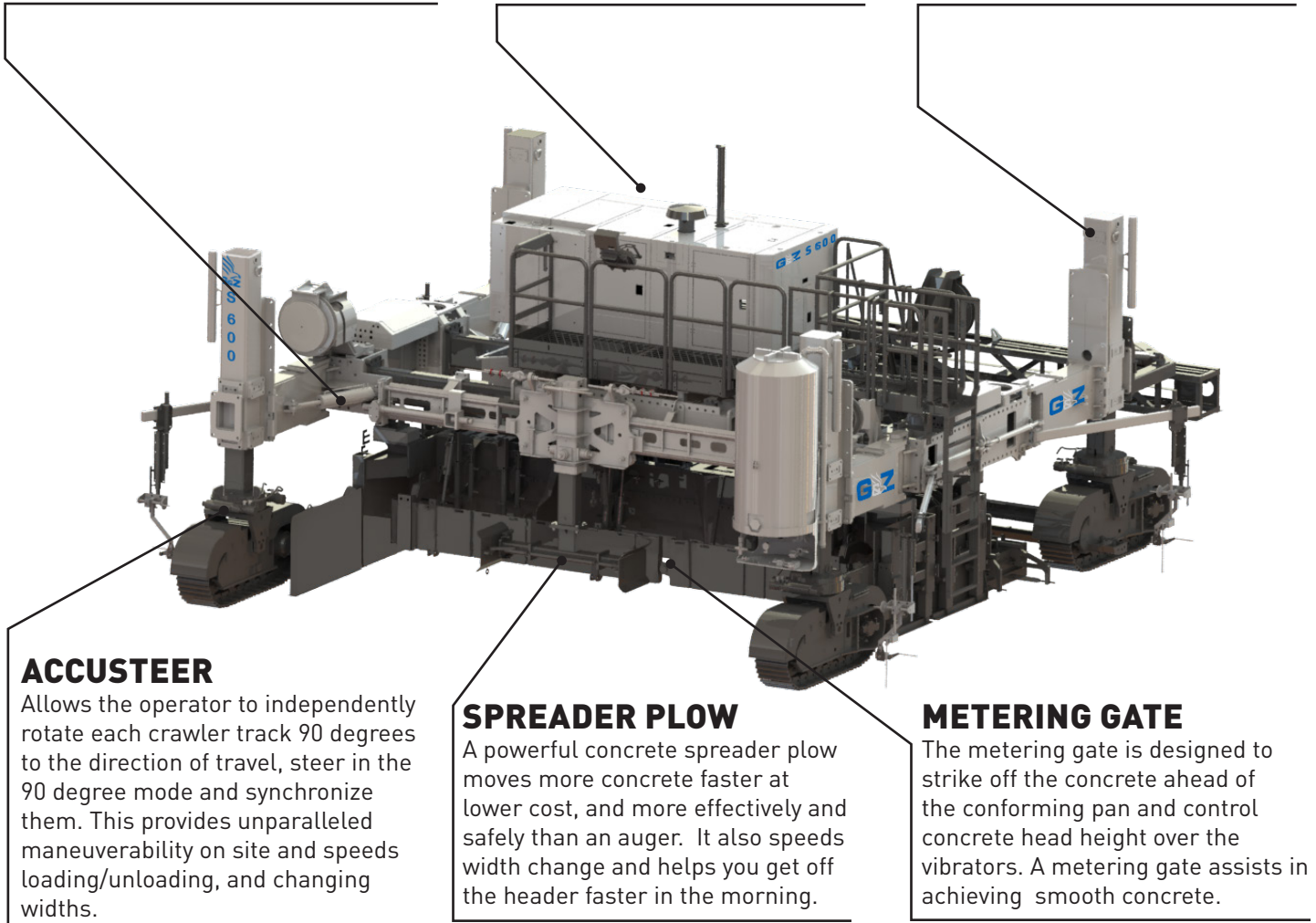
The SmartLeg system allows the operator or ground person to adjust the bolster swing leg angle and maneuver around obstacles on the fly, while keeping the crawler track straight ahead. The SmartLeg feature also speeds preparing a paver for transport.

POWER UNIT

A powerful 302 hp (225 kW) US EPA Tier 4f / EU Stage V, low emissions, diesel engine offers incredible operating economy. A 260 hp (193 kW) Tier 3 / EU Stage III engine is also available.

JACKING COLUMNS / LEGS

With its unique, high-lift, jack design, long service life and low maintenance cost is ensured, along with precision steering and elevation control even on the thickest slabs.



ACCUSTEER

Allows the operator to independently rotate each crawler track 90 degrees to the direction of travel, steer in the 90 degree mode and synchronize them. This provides unparalleled maneuverability on site and speeds loading/unloading, and changing widths.

SPREADER PLOW

A powerful concrete spreader plow moves more concrete faster at lower cost, and more effectively and safely than an auger. It also speeds width change and helps you get off the header faster in the morning.

METERING GATE

The metering gate is designed to strike off the concrete ahead of the conforming pan and control concrete head height over the vibrators. A metering gate assists in achieving smooth concrete.

GUNTERT QUALITY, ENDLESS APPLICATIONS

The G&Z S600 multi-purpose paver has sufficient weight to avoid overloading and to obtain low smoothness numbers, while being agile enough, with the available G&Z productivity features, to give you more actual paving hours on every job. The S600 is designed around a unique tractor frame ideal for a wide range of paving applications. It will be your "go to" paver for half width and mainline paving.

Recent updates on the S600 paver include a power unit featuring a quiet, fuel efficient, low emissions diesel engine, improved accessibility without sacrificing operator comfort or visibility around the machine, including into the concrete liquification hopper underfoot. Combined with the higher horsepower engine and reinforced tractor frame, the S600 can pave wider than ever before.

UNIVERSAL BOLTING PATTERN

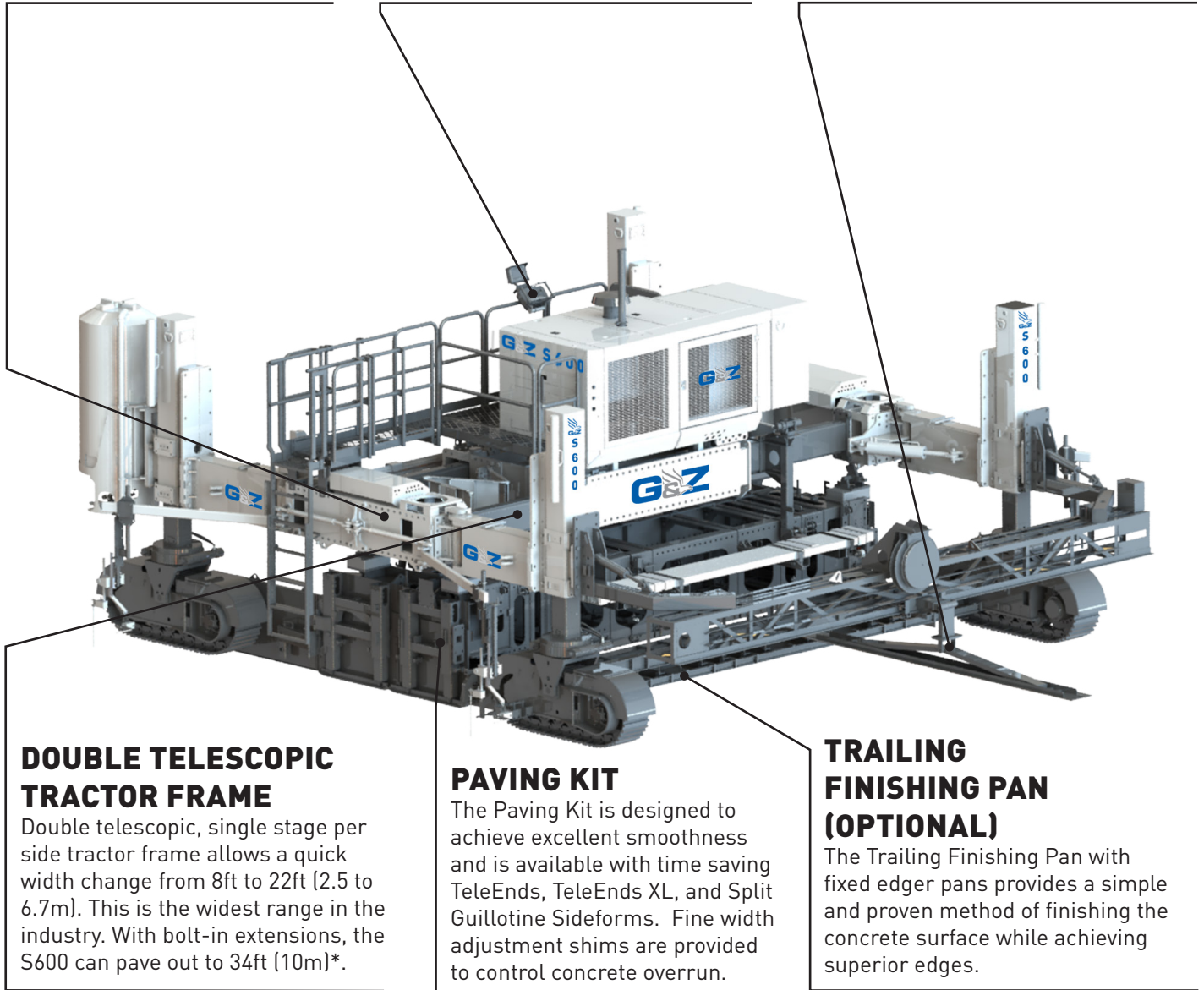
The universal bolting pattern on the tractor center module and bolsters allows options and molds to attach / detach easily and securely in different machine configurations.

EGON OPERATOR CONTROL SYSTEM

EGON incorporates an intuitive user interface with user friendly features allowing remote monitoring, diagnostics and troubleshooting to maximize available paving time via the Telematics fleet management system.

FINAL FINISHER (OPTIONAL)

A Final Finisher is one of several G&Z concrete finishing options. The Final Finisher's light weight magnesium ski oscillates back and forth across the slab to finish the concrete surface.



DOUBLE TELESCOPIC TRACTOR FRAME

Double telescopic, single stage per side tractor frame allows a quick width change from 8ft to 22ft (2.5 to 6.7m). This is the widest range in the industry. With bolt-in extensions, the S600 can pave out to 34ft (10m)*.

PAVING KIT

The Paving Kit is designed to achieve excellent smoothness and is available with time saving TeleEnds, TeleEnds XL, and Split Guillotine Sideforms. Fine width adjustment shims are provided to control concrete overrun.

TRAILING FINISHING PAN (OPTIONAL)

The Trailing Finishing Pan with fixed edger pans provides a simple and proven method of finishing the concrete surface while achieving superior edges.

- ◆ Applications include city streets, secondary roads, shoulders, ramps, dual-lane highways, airport paving, off-set, zero or minimum clearance, barrier walls and curb/sidewalk molds.
- ◆ G&Z's exclusive VariWidth tractor frame and telescopic access walkway, working in conjunction with paving kit telescopic end sections (TeleEnds), dramatically reduce width change time.
- ◆ AccuSteer and SmartLeg options offer synchronized, on-the-fly swing leg adjustments, improved maneuverability, and rapid paver reconfiguration for transport.
- ◆ EGON operator controls make operation easy and intuitive while offering powerful add-ons and upgrades including EGON Telematics, NoLine stringless solutions, and G&Z's exclusive triple cross slope / anti-torsion control.

* The S600 can pave out to 32ft (9.5m) wide with a DBI.

PRODUCTIVITY TAKEN TO NEW HEIGHTS

ACCUSTEER SLEW DRIVE TRACK CONTROL



The **AccuSteer** system using hydraulic motor driven slew drives with 320 degree rotation offers unparalleled maneuverability and accuracy, allowing synchronized steering in 90 degree mode in every swing leg position.



SMARTLEG SWING LEG SYSTEM



The **SmartLeg** system in tandem with **AccuSteer** allows the swing leg angle to be adjusted on-the-fly to maneuver around an obstacle while automatically keeping the crawler track straight ahead.



AccuSteer and **SmartLeg** systems take the paver productivity to the next level. These two systems rapidly and semi-automatically reconfigure the machine into the transport configuration, and in conjunction with the S600's narrow profile design allows paving where you never thought possible before!

TECHNOLOGY PIONEERED BY G&Z

G&Z is committed to making its customers as productive as possible to **MAXIMIZE AVAILABLE PAVING TIME AND MINIMIZE EVERYTHING ELSE**. The S600 is offered with industry proven and requested options pioneered and perfected by G&Z including: AccuSteer, SmartLeg, TeleEnd, VariWidth and more. These optional productivity features work together to dramatically reduce the time required to

change the paving kit and tractor width, maneuver on-site, reconfigure or prepare the machine for transport. G&Z offers a wide range of technologies to help contractors dramatically increase the number of paving days as possible during the season. Listening to contractors' needs and engineering solutions makes G&Z equipment: **CONTRACTOR INSPIRED. GUNTERT ENGINEERED.**

QUICK AND EASY WIDTH CHANGES

TELEEND PAVING KIT TELESCOPIC END SECTION



Changing paving widths has never been quicker or easier with G&Z's exclusive TeleEnds. **Width changes can be accomplished in under a couple hours...instead of days without sacrificing pavement smoothness!** No bolts need to be removed or shims added. The paving kit does not need to be removed during width change. G&Z's patented paving kit Telescopic End Sections come in two sizes: TeleEnds offer 3ft (1m) of telescopic ability per side from 5ft to 8ft (1.5m to 2.5m). TeleEndXLS offer 4ft (1.25m) of telescopic ability per side, from 7ft to 11ft (2m to 3.25m). Precision front, rear and pan spacers are available in 3, 4, 6, 8, 9 and 12 inch increments (75, 100, 150, 200, 250 and 300mm).

VARIWIDTH TRACTOR WIDTH CHANGES



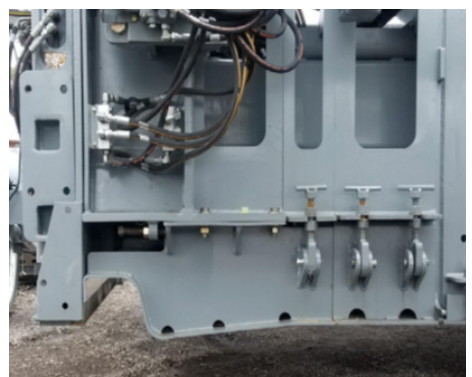
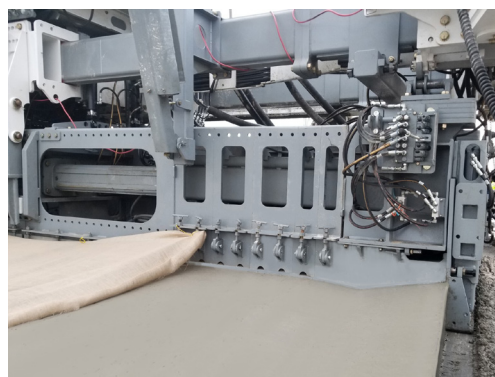
The VariWidth system features cam rollers with optional hydraulic clamping pucks to quickly and easily extend and retract the telescopic tractor frame for width change. The cam rollers are adjustable to remove any frame deflection.

SPREADER PLOW



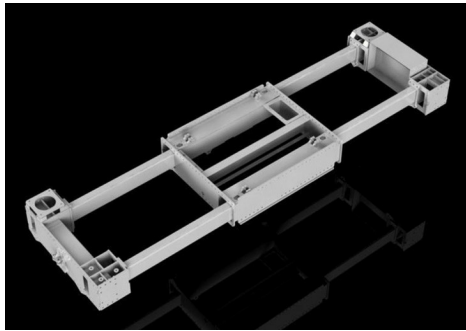
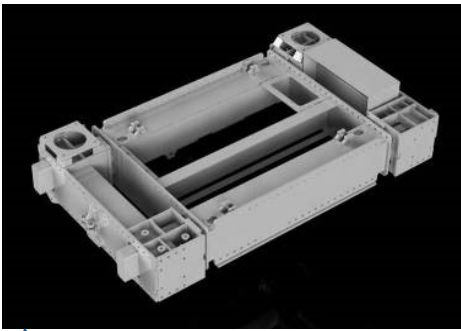
G&Z's powerful and fast concrete spreader plow is easier to change width than an auger. The spreader track sections are tapered pin connected and are light enough to be added / removed by hand with only one retainer bolt per side.

CUSTOM CURB & GUTTER MOLDS



VERSATILITY MADE EASY

DOUBLE TELESCOPIC TRACTOR FRAME



The patented VariWidth, double telescopic tractor frame, with single stage telescoping per side, allows 14ft (4.27m) of telescopic ability, the widest range in the industry. This is made possible by G&Z's patented tunnels through the bolsters. The heavy duty construction along with adjustable cam rollers and optional hydraulic clamping pucks ensures the tractor frame is rigid and without deflection.

HOSE HINGE



Each side of the tractor frame is provided with a hose hinge matching the 7ft (2.13m) of telescopic ability of the frame per side.

TELESCOPIC ACCESS WALKWAY



G&Z offers a multi-stage, telescopic front access walkway with 7ft (2.13m) of telescopic ability in lieu of the standard sectionalized front walkway with limited telescopic ability.

OFFSET PAVING KIT



Utilizing the existing paving kit and mounting an optional fixed A-Frame to the tractor bolster, the S600 is capable of paving up to max. 14ft (4.26m) wide in the offset position. G&Z offers a hydraulically variable offset kit that can telescope from 5ft (1.52m) to 12ft (3.66m) or 7ft (2.13m) to 14ft (4.26m) for paving tapers. The S600 tractor when fully collapsed and in the working configuration can fit in a 12ft (3.66m) lane. The offset mold can also be mounted with the S600 in the transport configuration.



TRULY A MULTI-PURPOSE PAVER

With the G&Z S600 tractor that has a telescopic range of nom. 8 to 22ft (2.5 to 6.7m), by relocating the paving kit support hooks to the outside of the bolster and moving the swing leg with crawler tracks to clear the edge, paving widths up to 26ft (8m) paving width can be achieved. G&Z offers optional 2.5ft and 5ft (0.75 and 1.50m) wide bolt in tractor frame extensions per side allow paving widths up to 34ft (10m)*.

The weight and agility of the S600 give contractors a combination of a single and dual-lane slipform paver to increase machine utilization without sacrificing smoothness.

A universal bolting pattern feature on the bolsters and tractor center module allows the mounting of barrier molds, offset paving kits, conveyors and other attachments without major machine reconfiguration.

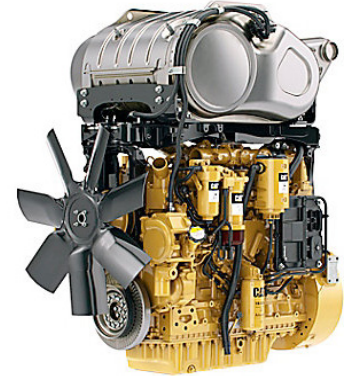
* With 5ft (1.5m) bolt-in tractor frame extensions, the S600 paver can pave out to 32ft (9.5m) with a DBI.

LOWEST OPERATING COST

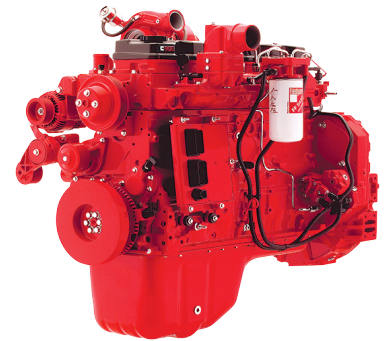
ULTRA LOW-EMISSION / FUEL EFFICIENT DIESEL ENGINE



▲ The Power Unit houses the quiet, low emissions, diesel engine while providing excellent access to the pumps and filters. Variable speed, hydraulic motor driven fans on the engine radiator and heat exchanger, double vibration isolation and a noise insulated enclosure all provide excellent operator comfort. The diesel fuel tank (along with the DEF tank) are conveniently located and accessed off the end of the Power Unit from the operator platform. The Power Unit electrical and hydraulic filtration systems have been enhanced for ease of access, monitoring, and troubleshooting.



▲ The 6-cylinder CAT C7.1 US EPA Tier 4 Final / EU Stage V 302 hp (225 kW) diesel engine offers superior fuel economy with "Ecomode" feature.



▲ The 6-cylinder Cummins QSB6.7B US EPA Tier 3 / EU Stage IIIA 260 hp (193 kW) diesel engine is supplied in markets where ultra-low emissions are not mandated and / or low sulfur diesel is not available.

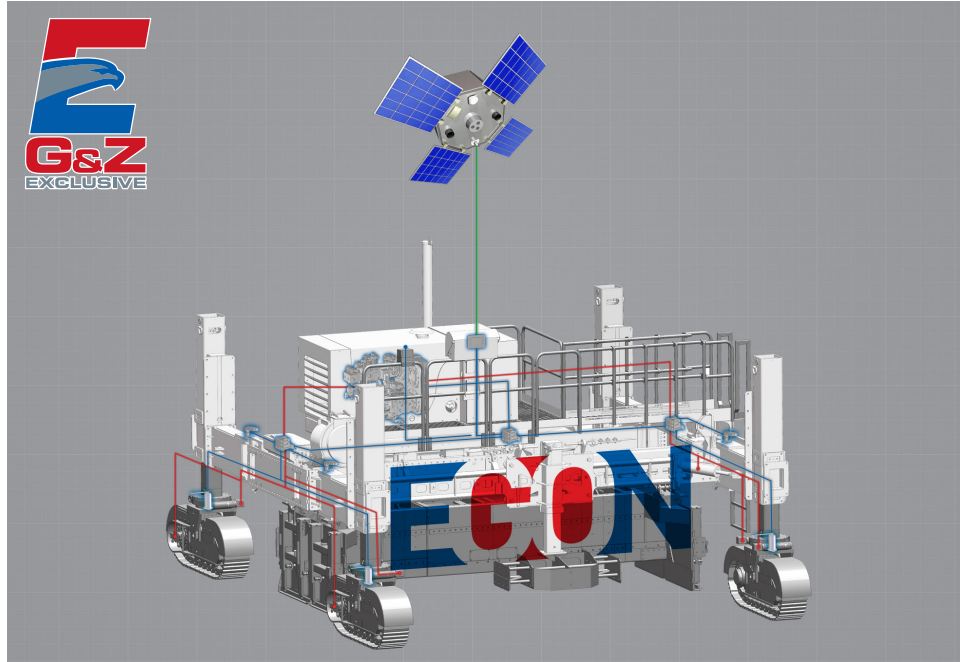
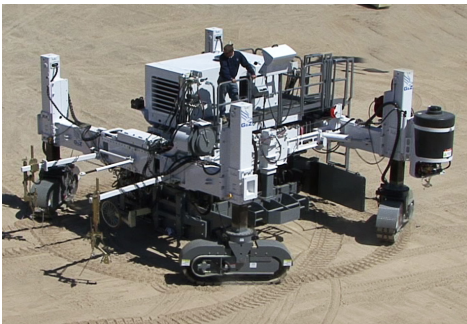
SMARTLY ECONOMICAL / LOWER CAPITAL INVESTMENT

G&Z pavers help you optimize your concrete paving equipment fleet due to their ability to reconfigure quickly for different pavement widths and applications, while keeping capital investment low. Many of the S600 components, attachments and options are completely interchangeable between larger and smaller G&Z paver models, such as paving kits, Trailing Finishing Pans,

Final Finishers, front and side tie bar inserters, and water systems. The concrete spreader plow system parts are interchangeable between the S400 and S600. The Dowel Bar Inserter can be interchanged with minor adaption. This flexibility allows contractors to expand their paving equipment fleet with lower capital investment.

PAVING TECHNOLOGY AT ITS BEST

EGON: EQUIPMENT GUIDANCE & OPERATION NETWORK



EGON semi-automatically reconfigures the paver into 90 degree, counter-rotation, and transport mode saving time and money.

EGON Operator Control System 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. **It has never been easier to operate, reconfigure, diagnose, and manage a piece of concrete paving equipment.**

LATEST TECHNOLOGY

- G&Z's proprietary EGON software algorithms coupled with our proven hydraulic controls ensures the most responsive elevation and steering control system in the industry.
- EGON Telematics offers remote machine system monitoring for the contractor, as well as troubleshooting for G&Z service personnel.
- EGON NoLine integrates third-party stringless system directly into the paver control system
- Easy setup and operation makes G&Z equipment a great fit for any contractor
- EGON's semi-automatic reconfiguration routines save time and money.
- EGON is modular, reducing spare parts and maximizing uptime.

EGON ADVANTAGES

- G&Z's EGON Operator Controls makes operating a piece of G&Z equipment easy and intuitive.
- Powerful User Interface: The EGON Telematics access portal helps contractors understand the machine data to make timely, informed decisions.
- Remote Satellite Connection: The wireless data exchange benefits of EGON Telematics are possible anywhere in the world.
- Direct/Remote Wi-Fi Access and Bluetooth Ready: Data transfers, software updates, parameter modifications and diagnostics can be performed wirelessly, either between a machine and a laptop, or remotely.
- CAN Bridging: CAN-based data can be wirelessly exchanged between paver and attachments, enabling precise coordination of movement, synchronized operations and other productivity enhanced benefits.

THE SMOOTH ROAD TO CONNECTIVITY

BELLY PACK



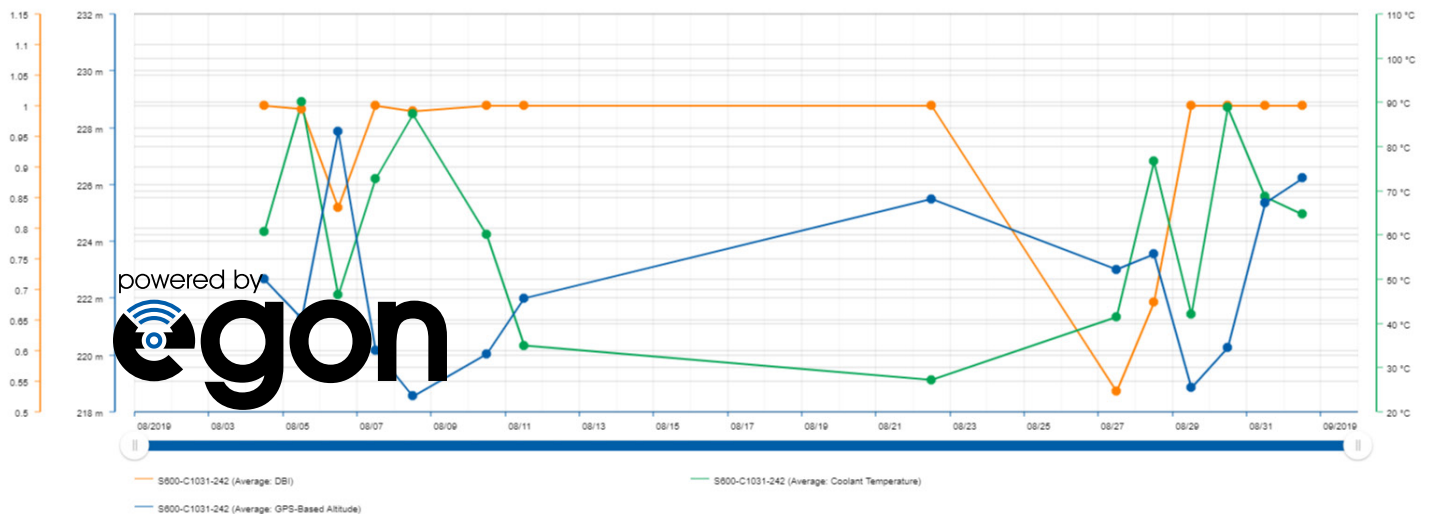
EGON Belly Pack console provides great flexibility to the operator. The Belly Pack includes a relocatable docking station for the belly pack and the operator display.

NOLINE STRINGLESS PREPARATION KIT



NoLine is comprised of an EGON software upgrade and a hardware mounting kit. EGON NoLine Software Upgrade integrates the use of third-party stringless technology directly into the paver's CAN Bus network.

EGON TELEMATICS - YOUR MODERN FLEET MANAGEMENT TOOL



To benefit from the Artificial Intelligence (AI) tools and improve the utilization and efficiency of the paving equipment, G&Z software engineers developed the knowledge-based, remote diagnostics and monitoring system called EGON Telematics. EGON Telematics receives and transmits data via global cellular network while storing it in the cloud. This unique application allows contractors to reconfigure, diagnose and monitor their fleet remotely. With the purchase of any G&Z paving equipment, fleet managers obtain exclusive access to an online interface capable of being used to support your asset management system. EGON Telematics helps contractors to increase operational productivity by reducing diagnostics time and improving machine serviceability, as well as, maximize equipment's life time and resale value.

EXCEPTIONAL SMOOTHNESS

PAVING KIT



The Paving Kit's precision machined, box frame sections are rigid enough to achieve excellent smoothness results on projects with strict smoothness requirements. It can be provided in 1ft or 25cm increments and with one or more crown sections. The Pan Kit pan skins that bolt to a machined surface can be removed quickly and easily for repair, or if necessary replacement, without the need to remove the paving kit section. Thick flanges allow fewer bolts per section which speed width changes. The Paving Kit can be mounted in multiple locations under the S600 tractor and can be quickly and easily mounted or unmounted from the tractor.

SPLIT GUILLOTINE SIDEFORMS



As an option, Guillotine Sideforms with -2 to 18" (-50 to 457mm) of hydraulic adjustment can be supplied split, allowing independent adjustment of the front and rear portions of the sideform. The rear half of the sideform is equipped with hydraulic open / close cylinders which are powerful enough to close against plastic concrete.

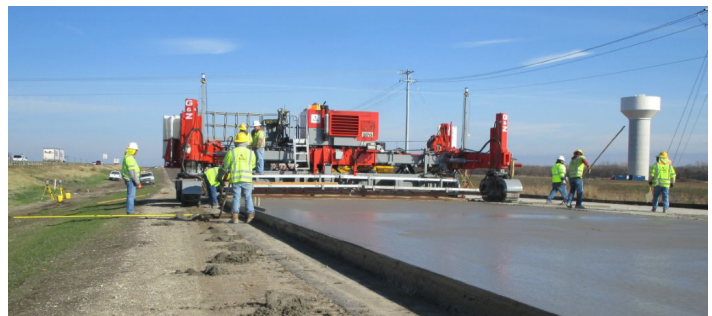
TRAILING FINISHING PAN



For extra smoothness, the S600 can be fitted with G&Z's optional Trailing Finishing Pan (TFP). The 48 in. (1.2m) wide TFP with fixed edger pans provides a proven method of finishing the pavement surface with fine adjustment, ensuring sharp edges. It also accommodates a wide range of side bar inserters.

RIDE QUALITY AND SMOOTHNESS

Excellent concrete smoothness and ride quality has been a hallmark of G&Z equipment since 1956. G&Z takes its design and manufacturing processes seriously to ensure quality equipment equals quality smoothness for its customers. From machined surfaces on the paving kit to great designs like TeleEnds and Trailing Finishing Pans, G&Z works hard to help achieve the best ride quality and the smoothest pavements possible in every market while keeping contractors productive.



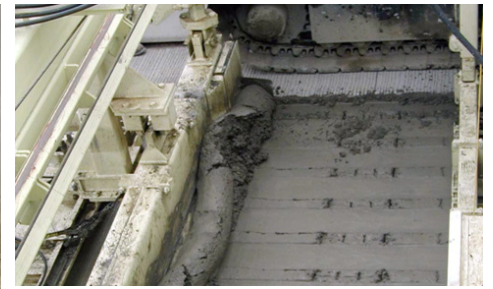
COMPACT DOWEL BAR INSERTER

DOWEL BAR INSERTION WITH DBI CONFINING PAN



G&Z's DBI accurately inserts dowels in concrete behind the slipform confining pan. The unique combination of the DBI confining pan, trailing sideforms and vibrating forks ensure good consolidation and homogeneous concrete around the inserted dowel bars, even with low airport slump concrete. This is accomplished while minimizing the disturbance to the surrounding concrete surface during insertion.

OSCILLATING CORRECTING BEAM



An Oscillating Correcting Beam, which is a part of the DBI System, ensures accurate refinishing of the concrete surface disturbed by the dowel bar insertion process.

MODULAR / SELF LOADING



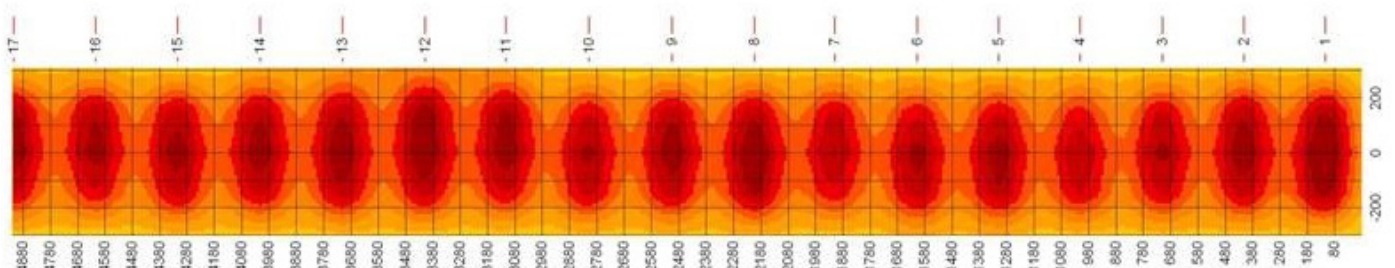
With the selection of the optional DBI Self Loading Jacks, the modular DBI can be self-loaded on a trailer without the use of a crane, saving time and money.

EXCEPTIONAL ACCURACY IN DOWEL BAR INSERTION

Since the late 1970's, G&Z has been the pioneer and leader in DBI technology by working closely with its customers in the field, and continuously improving its DBI.

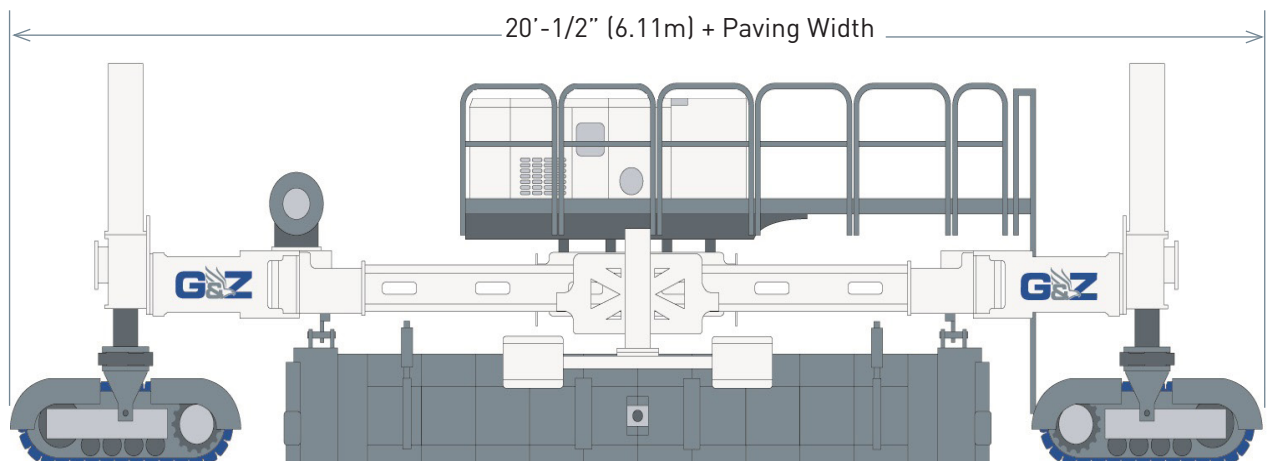
This pioneering edge ensures G&Z DBI users high dowel bar insertion accuracy (checked with MIT scan) and homogeneous concrete around the bars, as well as the highest reliability, productivity, mobility, ease of width change and smoothest rides possible.

The DBI mounts off the rear of the S600 with minimal modification in either the compact or narrow profile configuration with bolster extensions. The Compact DBI can convert back and forth between DBI and non-DBI paving in a matter of hours.



S600 SPECIFICATIONS

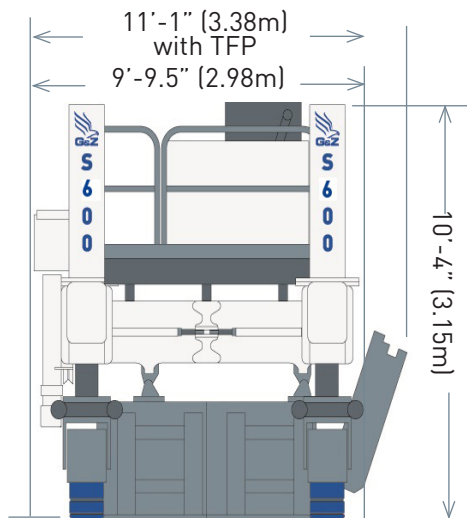
APPLICATIONS	Ramps and Interchange Lanes City and Secondary Streets Concrete Overlays and Inlays County Roads and Other Secondary Roads Zero / Minimum Clearance Paving	Mainline Highway Paving Airport Runways, Taxiways and Aprons Barrier Wall, Off-set Paving Canal and Reservoir Lining
MINIMUM PAVING WIDTH	8ft (2.5 m)	
MAXIMUM PAVING WIDTH	34ft (10m) with optional bolt-in tractor frame extensions	
TRACTOR TELESCOPIC CAPABILITY	8ft - 22ft (2.43m - 6.71m) double telescopic, single stage per side. <i>Note: By moving the kit hanging points to the provided locations on the outside of the bolster, paving widths up to 26ft (7.95m) are possible.</i>	
TRANSPORT DIMENSIONS	Minimum Shipping Length - 28'-1/2" (8.55m) Transport Length - Paving Width + 20'-1/2" (6.11m) Transport Width - 9'-9.5" (2.98m)	
REQUIRED TRACK PATH	2ft (610mm) or narrower	
OPERATING WEIGHT BASIC MACHINE 24' (7.3M) WITHOUT OPTIONS	82,000 lbs (37,194 kg)	
ENGINE / FUEL TANK	6 Cylinder CAT C7.1B ACERT Diesel Engine US Federal Tier 4f IOPU / EU Stage V ("C" Rating) Horse power @ 2,100 RPM: 302hp (225kW) Diesel Fuel Tank 135 U.S. Gallon (511L) DEF Tank 8.5 U.S.Gallon (32L) - 6 Cylinder Diesel Engine US Federal Tier 3 / European Stage IIIA Intermittent Horsepower @ 2,100 RPM: 260hp (193kW) Diesel Fuel Tank 140 U.S. Gallon (529L)	
HYDRAULIC TANK	160 U.S. Gallons (606L)	
WATER TANK	Front Jacking Column mounted polyurethane 200 U.S. Gallons (756L) with 2000 psi (13.8 MPa) high and low pressure water system	
CONCRETE POKER VIBRATORS	Hydraulic or Electric High Frequency	
CRAWLER TRACKS	Standard 14in. (380mm) wide Polyurethane grousers Working Speed: 0 - 23fpm (0 - 7 m/min) Travel Speed: 0 - 85fpm (0 - 26 m/min)	



Note: All the above data is approximate and is subject to change without notice.

S600 OPTIONS

- ◆ G&Z D3 size crawler tracks in lieu of D2 size for wider paving widths and the use of a DBI
- ◆ Concrete Metering Gate / Strike-off
- ◆ Side Tie Bar Inserter solutions for either straight, bent or 2-part tie bars
- ◆ Front Tie Bar Inserter with a chain feeder
- ◆ 20" (500mm) wide grouser pads in lieu of standard 14" (388mm)
- ◆ Wide Width / Dowel Bar Inserter Preparation Package
- ◆ Trailing Finishing Pan with fixed or floating edgers
- ◆ Additional water storage capacity and water spray bar system
- ◆ Paving Kit Crown Section with feedback transducer and hydraulic cylinder ties
- ◆ Computerized Crowning / Transition Control System
- ◆ Triple Cross Slope and Anti-Torsion Control System
- ◆ Upgrade high pressure water pump pressure from 2000 to 3000 psi (13.8 to 20.9 MPa)
- ◆ Split Guillotine Sideforms with powerful hydraulic open close cylinders
- ◆ Electrical Poker Vibrators with 60 kVA High Frequency Generator 200 hz, 90 -120 V
- ◆ Hydraulic Vibrator Monitoring System
- ◆ Offset Paving Kit: Up to 14ft (4.2m).
- ◆ Variable Width Offset Paving Kit 5ft - 12ft (1.5 - 3.65m) or 7ft - 14' (2.13 - 4.2m)
- ◆ Barrier wall, curb and gutter profile molds and mounts complete with conveyor supports
- ◆ 24VDC Night Lighting System with 4 ea. LED Lamps
- ◆ Balloon Night Lighting System with an electric generator
- ◆ Bolt-on Sideform extension for Airport Slabs thicker than 18" (457 mm)
- ◆ Leica, Trimble, or TopCon 3D Mounting Kit including telescopic masts and interface software for stringless guidance



G&Z'S SLIPFORM PAVING EQUIPMENT LINE

CONCRETE SLIPFORM PAVERS



S400

6.5 - 24.5ft (2 - 7.5m)



S600

8 - 34ft (2.5 - 10.36m)



S850 (QB OR SL)

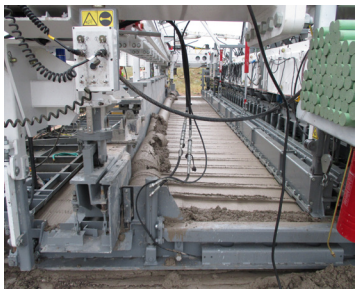
12 - 41ft (3.65 - 12.5m)



S1500

18 - 52.5ft (5.5 - 16m)

CONCRETE SLIPFORM PAVING SUPPORT EQUIPMENT



DBI

Dowel Bar Inserter



MP550

Material Placer



PS1200 PLACER SPREADER

18 - 41ft (5.5 - 12.5m)



TC1500 TEXTURE CURE MACHINE

12 - 56ft (3.5 - 17m)

WORLD CLASS EQUIPMENT WITHOUT EQUAL

G&Z's Concrete Paving machines are the most trusted in the industry. 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, Material Placers and Texture Cure Machines, to suit contractor's present and future needs.

G&Z equipment designs are based on over 75 years of experience; designed and built to last under the rigors of job site use, transport, and configuration changes. G&Z strives to design paving equipment for what people do with it...not what they should do with it! Unique productivity features are incorporated in each 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 G&Z.

PROUDLY MADE IN THE USA...



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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