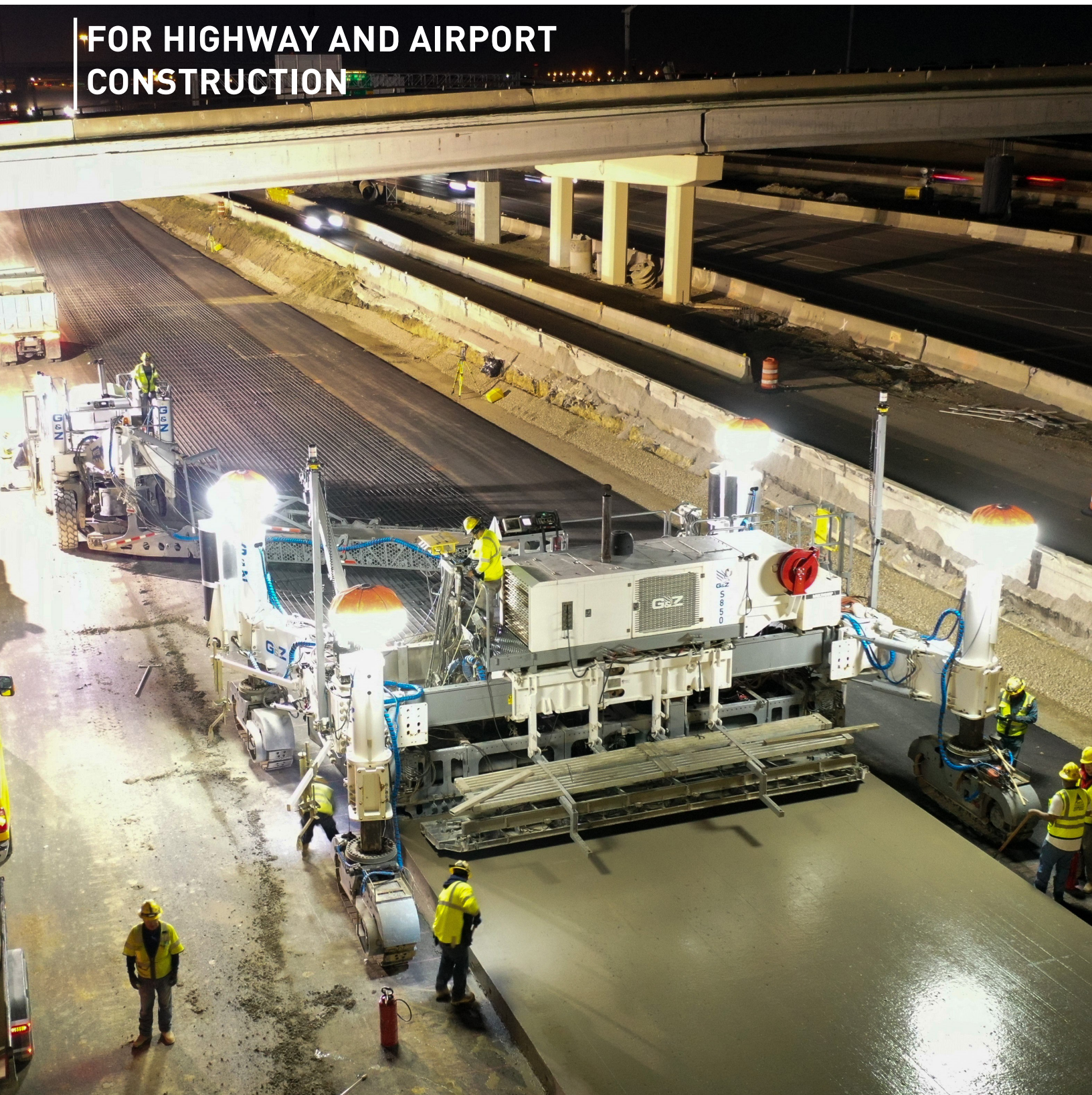


CONCRETE PAVING EQUIPMENT



FOR HIGHWAY AND AIRPORT
CONSTRUCTION



HIGHWAY AND AIRPORT CONCRETE PAVING EQUIPMENT

G&Z's concrete paving equipment 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. This pioneering spirit has continued for decades.

Today, G&Z offers a full range of concrete slipform pavers for multiple applications such as ramps and interchange lanes, city, county and other secondary roads and streets, concrete overlays and inlays, shoulders, mainline highway paving, airport runways, taxiways and aprons, barrier walls, curb and gutter, and canal and reservoir lining. G&Z's concrete paving equipment line also includes the support equipment such as mechanical Dowel Bar Inserters (DBI), Texture Cure Machines, Material Placers and Placer Spreaders to meet contractors' present and future needs.

All G&Z pavers are offered with industry proven and requested options pioneered by G&Z including: AccuSteer, SmartLeg, TeleEnd, VariWidth, JC Extenders and more. These unique productivity features work together to dramatically reduce the time required to change the paving kit and tractor width, maneuver on-site, and reconfigure or prepare the machine for transport without sacrificing the performance advantages contractors have come to expect from G&Z. All of these features help contractors to be as productive as possible to **MAXIMIZE AVAILABLE PAVING TIME AND MINIMIZE EVERYTHING ELSE.**

Interchangability of many of the components, attachments and options (Paving Kits, Trailing Finishing Pans, Final Finishers, Front and Side Tie Bar Inserters, Water Systems, and Concrete Spreader Plow system parts) between different paver models is a unique advantage of the G&Z equipment.

G&Z equipment is 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 will do with it...not what they should do with it!** Listening to contractors' needs and coming up with practical solutions that work makes G&Z equipment: **CONTRACTOR INSPIRED, GUNTERT ENGINEERED.**

S400

ENTRY LEVEL / MULTI-PURPOSE PAVER

Paving Width: nom. 6.5 - 24.5ft (2 - 7.5m)



The G&Z S400 Multi-Purpose Slipform Paver is an entry level, single or dual lane paver with the ability to perform versatile applications including: city streets, ramps, shoulders, highways, airports, off-set, zero or minimum clearance, curb and gutter, and barrier walls. The S400 is a slipform paver that does not confuse “entry-level” with “entry-quality”. It offers the same Guntert quality that contractors have come to expect from G&Z, as well as, being available with field proven productivity features such as TeleEnd, AccuSteer and SmartLeg. The S400 was designed around G&Z’s unique VariWidth multi-purpose tractor frame with universal bolting pattern that telescopes from 6.5 to 19.5ft (2-6m). Contractors can take advantage of this design feature to easily mount barrier or curb and gutter molds, offset paving kits, conveyors and other attachments with the tractor in either working or transport configuration, allowing multiple paving applications without major machine reconfiguration.

Applications

Ramps and Interchange Lanes

City and Municipal Streets

Concrete Overlays and Inlays

Shoulders, Walking and Bicycle Paths

County Roads and Other Secondary Roads

Mainline Highway Paving

Airport Runways, Taxiways and Aprons

Barrier Wall, Curb and Gutter

Offset Paving

Canal and Reservoir Lining

Engine

CAT C4.4 US EPA Tier 4f / EU Stage V Diesel Engine, 175 hp (130 kW)

Cummins QSB4.5 Tier 3 Diesel Engine, 170 hp (125 kW)

Transport Length

Paving Width + approx. 21’-7” (6.6m)

Transport Width

9’-9” (3m)

S600

MULTI-PURPOSE PAVER

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



The G&Z S600 Multi-Purpose Slipform Paver is a "hybrid" size paver that has sufficient weight to avoid overloading and to obtain low smoothness numbers even on mainline paving jobs. The S600 is agile enough to use on cut up paving with short runs and multiple width changes. When equipped with the available G&Z productivity features, the S600 gives you more actual paving hours on every job. The S600 is designed around G&Z's unique VariWidth tractor frame, ideal for a wide range of paving applications. The S600 is your "go to" paver for half width and mainline paving including thick airfield pavements. The S600 tractor, with universal bolting pattern, has a telescopic range for paving widths from 8 to 22ft (2.5 to 6.7m), and 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, up to 26ft (8m) paving can be achieved without bolt-in tractor frame extensions.

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

Engine

CAT C7.1B ACERT US EPA Tier 4f IOPU / EU Stage V Diesel Engine, 302 hp (225 kW)
CAT C7.1 ACERT US EPA Tier 3 / EU Stage IIIA Diesel Engine, 275 hp (205 kW)

Transport Length

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

Transport Width

9' - 9 1/2" (2.98m)

S850QB

MID-SIZE PAVER

Paving Width: nom.12 - 41ft (3.5 - 12.5m)



G&Z has developed the S850 Slipform Paver in two bolster configurations to address customers' challenges with tight job site confines: **S850 QUADRA (QB)** and **S850 Swing Leg (SL)**. The G&Z S850 QB is a mid-size paver designed to be the paver of choice for all your paving needs from 12 to 34ft (3.5 - 10.36m) when equipped with the JC extender system. With optional bolt-in tractor frame extensions, the S850QB paver is capable of paving widths up to 41ft (12.5m). S850QB's hydraulic telescoping **QUADRA** bolsters allow for two modes of paving: the *extended mode* for normal paving or the *compressed mode* for tight radius paving, to minimize the width of the paver in the 90° mode reducing the length of hand pours or preparing the machine for transport. The **QUADRA** bolsters keep your machine transport length to a minimum.

Applications

Ramps and Interchange Lanes
City and Secondary Streets
Concrete Overlays and Inlays
County Roads and Other Secondary Roads

Mainline Highway Paving
Airport Runways, Taxiways and Aprons
Canal and Reservoir Lining

Engine

CAT C9.3B ACERT US EPA Tier 4f IOPU / EU Stage V Diesel Engine, 415 hp (309 kW)
CAT C9 US EPA Tier 3 / EU Stage IIIA Diesel Engine, 350 hp (261 kW)

Transport Length

Paving Width + approx. 11' (3.65m)

Transport Width

Under 12' (3.5m)

S850SL

MID-SIZE PAVER

Paving Width: nom. 12 - 41ft (3.5 - 12.5m)



The Swing Leg (SL) version of the S850 Paver has the narrowest profile of any mid-size multi-lane paver on the market today. In the standard paving configuration, the distance from the edge of pavement to the widest point on the tractor, with or without a Dowel Bar Inserter, is approx. 2ft (610mm) with the sensor support arms removed. This narrow profile design of S850SL provides contractors with solutions to difficult site paving challenges where only limited room is available for trackline or for the machine to pass. When the crawler tracks are equipped with special 9in. (229mm) wide urethane pads and the crawler tracks on one side rotated so the motors are on the inside, only a 12in. (305mm) wide companion lane track line next to a temporary barrier is required.

Applications

Ramps and Interchange Lanes
City and Secondary Streets
Concrete Overlays and Inlays
County Roads and Other Secondary Roads
Two Lift Construction

Mainline Highway Paving
Airport Runways, Taxiways and Aprons
Offset Paving
Canal and Reservoir Lining

Engine

CAT C9.3B ACERT US EPA Tier 4f IOPU / EU Stage V Diesel Engine, 415 hp (309 kW)
CAT C9 ACERT US EPA Tier 3 / EU Stage IIIA Diesel Engine, 350 hp (261 kW)

Transport Length

Paving Width + approx. 24'-5" (7.3m)

Transport Width

Under 12' (3.5m)

S1500

MULTI-LANE PAVER

Paving Width: nom. 18 - 52.5ft (5.5 - 16m)



The S1500 is the largest slipform paver offered by G&Z. It is ideal for wide airfield or multi-lane highway paving with integrated concrete shoulders, with or without a Dowel Bar Inserter (DBI), even under the strictest profilograph requirements. The S1500 features a double telescopic tractor frame design with the largest telescopic range in the industry. Deep section, fabricated, tube type construction allows paving widths from 18 to 42ft (5.5 to 12.8m) for a total telescopic ability of 24ft (7.3m). With the addition of optional bolt-in tractor frame sections, the total possible paving width is 52.5 ft. (16m). The S1500 uses the same robust paving kit, as the rest of the G&Z slipform paver models capable of multiple profile breaks.

Applications

Ramps and Interchange Lanes
Concrete Overlays and Inlays
County Roads and Other Secondary Roads
Two Lift Construction

Mainline Highway Paving
Airport Runways, Taxiways and Aprons
Canal and Reservoir Lining

Engine

CAT C9.3B ACERT US EPA Tier 4f IOPU / EU Stage V Diesel Engine, 415 hp (309 kW)
CAT C9 ACERT US EPA Tier 3 / EU Stage IIIA Diesel Engine, 350 hp (261 kW)

Transport Length

Paving Width + approx. 25'-8" (7.8m)

Transport Width

Under 12' (3.5m)

TC1500

TEXTURE CURE MACHINE

Working Width: nom. 12 - 56ft (3.5 - 17m)



The G&Z TC1500 was the first four-track Texture Cure Machine in the industry. It was designed to keep weight as low as possible to minimize ground pressure which is advantageous in soft trackline conditions. The four-track TC1500 is equipped with "flip of the switch" 90° steering, which offers exceptional on-site maneuverability, reduces the length of hand pours, and allows the machine to self-load and unload during transport. Its unique main frame and modern steering controls ensure accurate steering, resulting in the most uniform curing and tining possible even at high speeds. Because of TC1500's superior steering ability, the longitudinal tining system delivers straight, uniformly spaced grooves and when transverse tining, lining up for the next pass is quick and easy.

Applications

Texture and Cure of Concrete Slabs

Engine

CAT C3.4B US EPA Tier 4f IOPU / EU Stage IV Diesel Engine, 74 hp (55 kW)
Cummins C3.3 Tier 3 / EU Stage IIIA Diesel Engine, 110 hp (82 kW)

Transport Length

Working Width + 7'-6 9/16" (2.3m)

Transport Width

9'- 1 1/2" (2.78m)

DBI / Compact DBI

DOWEL BAR INSERTER

Available For All G&Z Paver Models



Since the late 1970's, G&Z has been the pioneer and leader in mechanical Dowel Bar Inserter (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, as well as, the highest reliability, productivity, mobility, ease of width change and smoothest rides possible. G&Z's paver mounted DBI accurately inserts dowels in plastic concrete behind the slipform confining pan. The unique combination of the DBI confining pan on the plastic concrete surface, trailing sideforms and vibrating insertion forks ensure good consolidation and homogeneous concrete around the inserted dowel bars, even with well graded, low airport slump concrete. This is accomplished while minimizing the disturbance to the surrounding concrete surface during insertion.

The G&Z DBIs eliminate the costs and inconveniences associated with dowel supporting baskets which must be secured to the subgrade ahead of the paving operation. The DBI also eliminates the need for extra manpower to handle and install the dowel baskets and allows concrete to be dumped on grade directly 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 offers one model DBI10 for its S400 and S600 pavers and another model DBI15 for its S850 QB/SL and S1500 pavers. The DBIs are available in both a **compact** and **narrow profile** configuration with bolster extensions when trackline is limited. Both DBI models share many common components.

MP550

MATERIAL PLACER



The G&Z MP550 Material Placer is designed for high production, ease of maintenance and has the lowest operating cost of any placer in its class. It is capable of handling a wide variety of concrete slumps, as well as, dry materials. The MP550's high production hopper with patented "flop gate" / "shuttle plate" design, was carefully crafted to reduce dump box height in order to accept a wide variety of hauling trucks and to unload these trucks as quickly as you can lift the truck bed. The MP550 is also 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 quick and easy to clean. The 33ft (10m) long swing conveyor can swing 170° and can be configured to feed the paver over temporary barriers even when the MP550 is right next to a barrier. Front and rear coordinated steer allows tight radius steering. Crab steering is also available, as well as, the optional automatic steering.

Engine	CAT C7.1B ACERT US EPA Tier 4f IOPU / EU Stage V Diesel Engine, 302 hp (225 kW) CAT C7.1 ACERT US EPA Tier 3 / EU Stage IIIA Diesel Engine, 275 hp (205 kW)
Hopper Volume	5 yd ³ (3.8m ³)*
Hopper Width	11' - 4" (3.45m)
Transport Length	49' - 9 5/8" (15.2m) (with swing conveyor folded up)
Transport Width	11'-4" (3.45m) (with ladders removed)

* In addition to this, each conveyor holds approx. 2 yd³ (1.5m³) of concrete

PS1200

PLACER SPREADER

Spreading Width: nom. 18 - 41ft (5.5 - 12.5m)



The G&Z PS1200 is designed for taking care of your high production side feeding and spreading needs. Its roll-in / roll-out conveyor with 64in. (1.62m) wide belt allows optimum placing and spreading. As the conveyor rolls in under the tractor frame allowing trucks to pass, it strikes off the top of the concrete pile and discharges the balance of the concrete remaining on the conveyor. Designed with a contractor in mind, the PS1200 is self-loading and transportable in a single load under 12ft (3.5m) wide. The feed side of the concrete conveyor can be reoriented from one side of the PS1200 to the other in under two hours by removing the modular strike off / spreader plow assembly and picking it up on the other side of the machine without the need of a crane. To improve the on-site maneuverability of the PS1200, it can also be equipped with optional AccuSteer 90° steering capability.

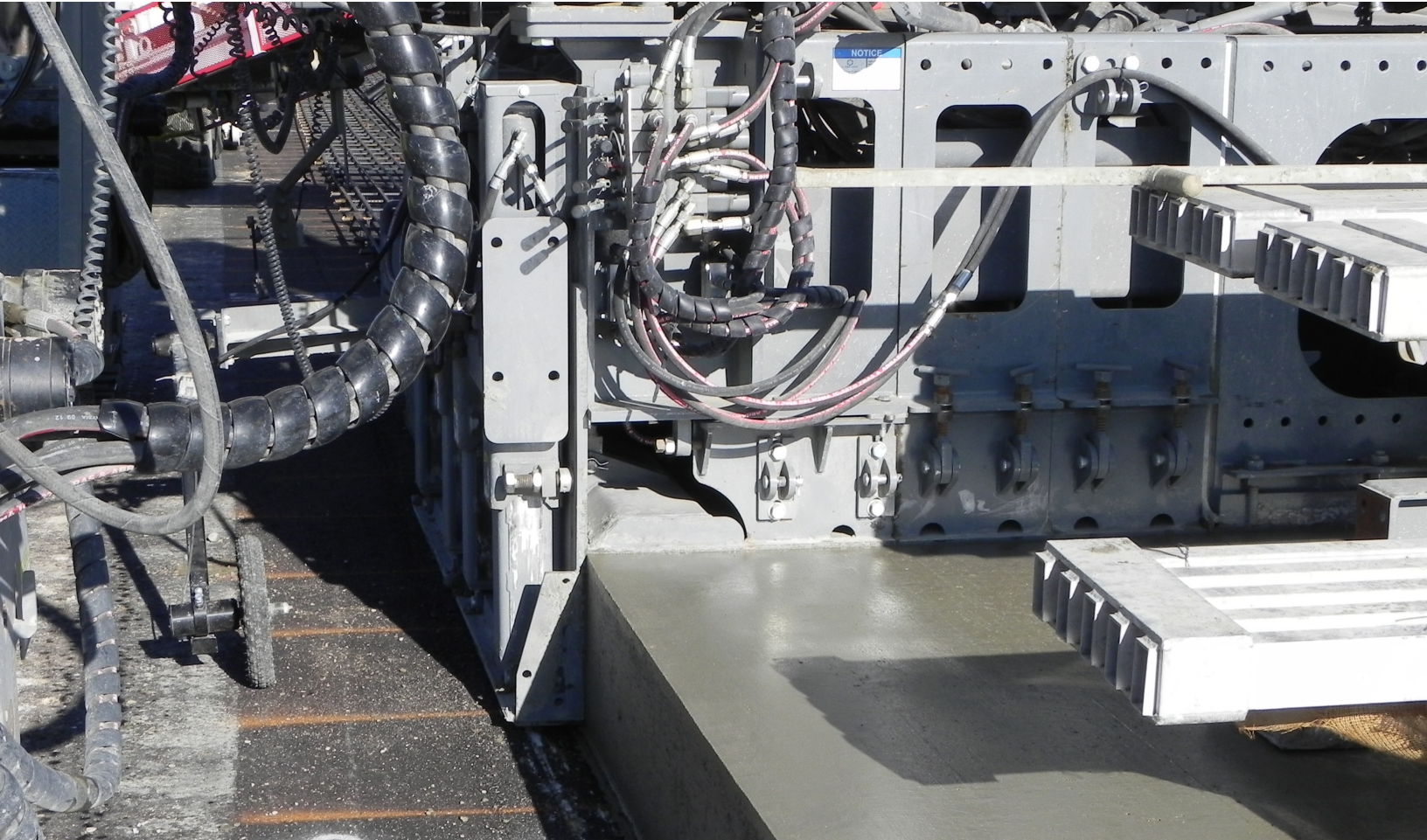
Engine	CAT C7.1B ACERT US EPA Tier 4f IOPU / EU Stage V Diesel Engine, 302 hp (225 kW) CAT C7.1 ACERT US EPA Tier 3 / EU Stage IIIA Diesel Engine, 275 hp (205 kW)
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Transport Length	Paving Width + approx. 19'-4" (5.89m)
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Transport Width	11'-5" (3.49m) (strike off retracted)
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TeleEnd

TELESCOPIC PAVING KIT END SECTION



Today's competitive paving market requires contractors to have the ability to change paving widths rapidly to meet challenging production schedules without sacrificing pavement smoothness. Changing paving widths has never been quicker or easier with G&Z's exclusive **Telescopic Paving Kit End Sections**. **Width changes can be accomplished in under two hours...instead of days without sacrificing pavement smoothness!** No bolts need to be removed from the tractor, spacers adjusted or shims added. The slipform paving kit does **NOT** need to be removed during width change.

G&Z's patented paving kit Telescopic End Sections come in three sizes: **TeleEnds** offer 3ft (1m) of telescopic ability per side from 5 to 8ft (1.5 to 2.5m). **TeleEndXLs** offer 4ft (1.25m) of telescopic ability per side, from 7 to 11ft (2 to 3.25m). **TeleEndXXLs** offer 7ft (2m) of telescopic ability per side, from 10 to 17ft (3 to 5m). Precision machined front, rear and pan spacers are available in widths of 3, 4, 6, 8, 9 and 12 inch (75, 100, 150, 200, 250 and 300mm) to cover any conceivable paving width.

AccuSteer / Smart Leg

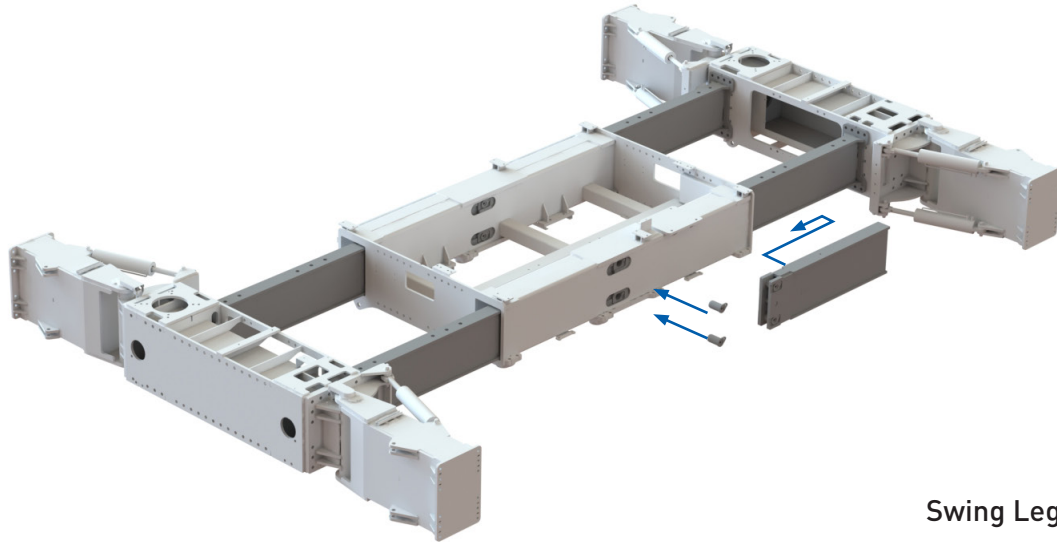
SLEW DRIVE STEERING / SWING LEG CONTROL SYSTEM



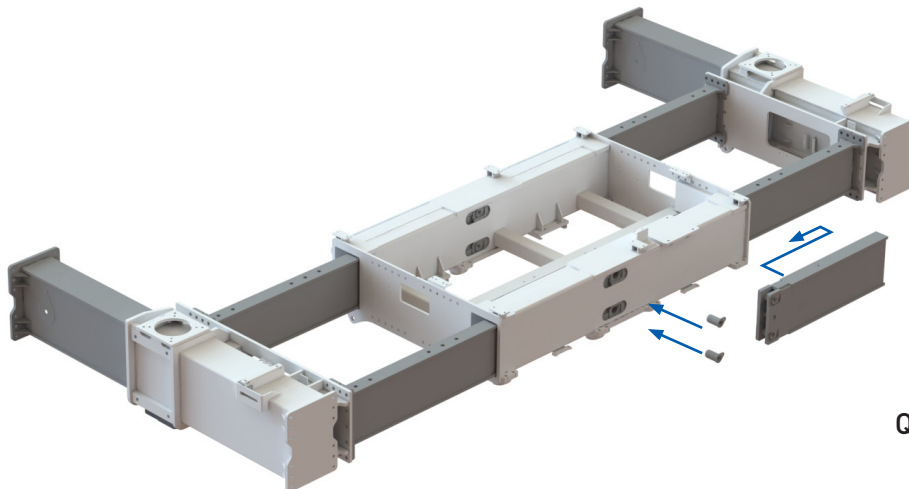
The majority of G&Z's Pavers and Placer Spreaders all come equipped with G&Z's **AccuSteer** Slew Drive Crawler Track Steering Control System. **AccuSteer** uses dual hydraulic motor slew drives mounted between the crawler track yokes and the jacking column to precisely steer the crawler tracks in lieu 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. **AccuSteer** working in conjunction with **SmartLeg** with 320° rotation offers unparalleled maneuverability and accuracy, allowing synchronized steering of the crawler tracks in the working and 90° modes, with a wide range of steering angles in every swing leg position. **AccuSteer / SmartLeg** allows the individual swing leg angles to be adjusted on-the-fly to maneuver around an obstacle while automatically keeping the crawler track straight ahead. The **AccuSteer / SmartLeg** combination also allows a rapid transformation of the machine from working configuration to transport configuration semi-automatically.

JC Extenders

TRACTOR WIDTH CHANGE SYSTEM



Swing Leg (SL)

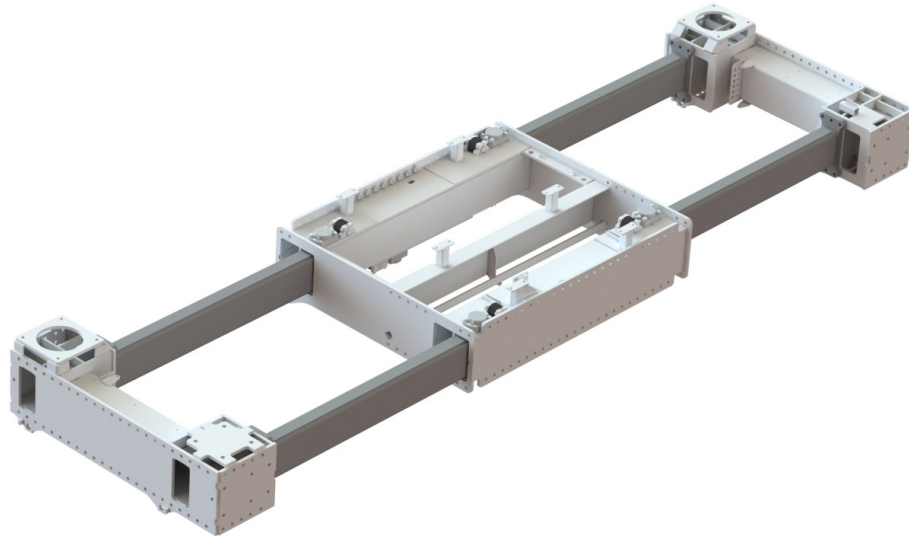


Quadra Bolster (QB)

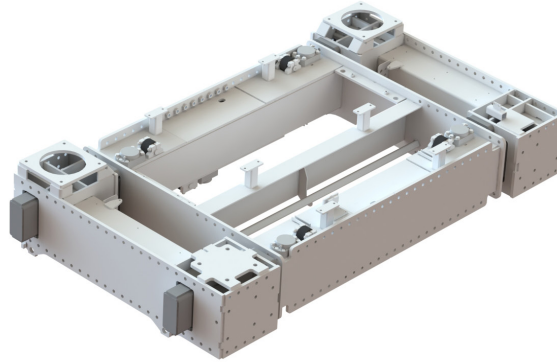
The revolutionary **JC Tractor Frame Extender System** offered on the G&Z S850 QB / SL Pavers allow the double telescopic tractor frame to telescope from 12 to 26ft (3.5 to 7.92m), then from 18 to 34ft (5.5 to 10.36m) without the time consuming need to bolt-in tractor frame extensions or disconnecting hoses...reducing this process from days to a few hours. 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 Extenders can be easily accomplished in a matter of minutes with the unique jointed pin connection system, while saving valuable paving days. The hose management system and rear walkway also telescope within this range. As an option, hydraulic clamping pucks can be supplied in lieu of mechanical clamping pucks to speed the tractor width change process even more. This unique Tractor Width Change System offers contractors the broadest telescoping ability in the industry.

VariWidth

ROLLER FRAME / HYDRAULIC CLAMPING SYSTEM



Extended Tractor Frame



Retracted Tractor Frame

G&Z's S400 and S600 Pavers include the patented **VariWidth**, double telescopic tractor frame system allowing the quickest tractor width change and the widest telescopic range in the industry without sacrificing the tractor's structural integrity. **VariWidth** features the unique "Tunnels through the Bolsters" design which eliminates the need for undesirable, two stage, male telescoping members on each side of the tractor center module to achieve the same telescopic range. **VariWidth's** adjustable cam roller feature eliminates the need for supports under the tractor center module when telescoping and eliminates any undesirable tractor frame deflection. Once the desired telescopic width is reached, optional hydraulic clamping pucks are available in lieu of mechanical clamping pucks to lock the tractor frame at that width. To make width change even quicker, the **VariWidth** system includes a telescopic access walkway and a hose management system covering the full telescopic range.

NoLine

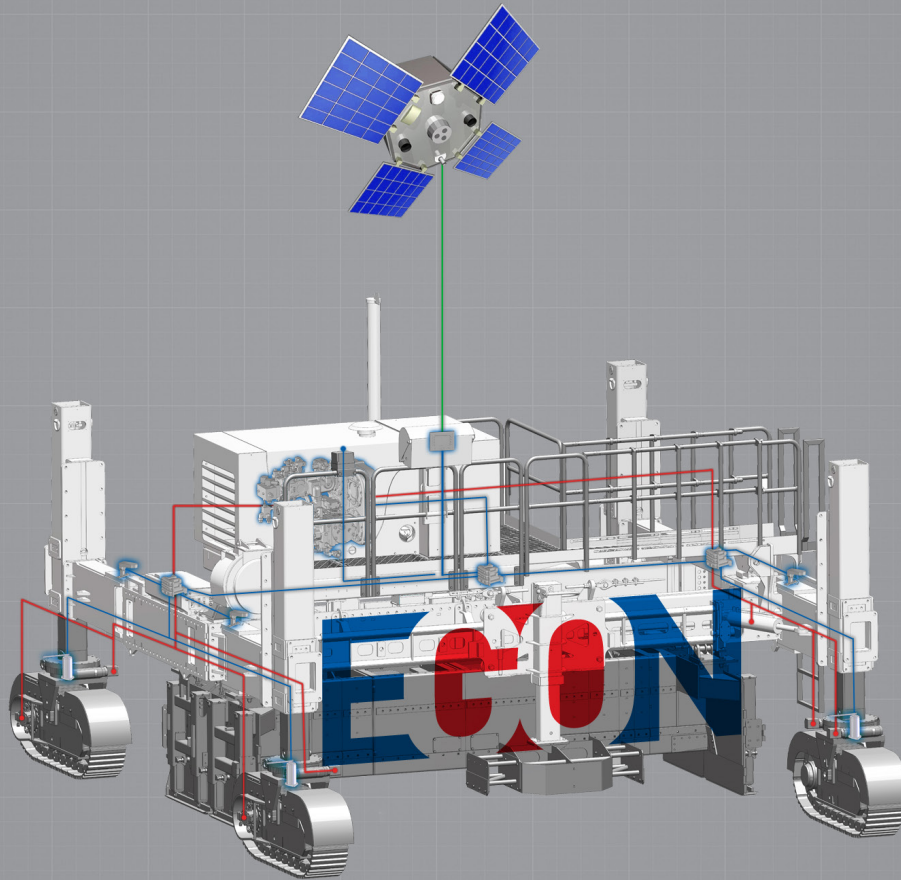
STRINGLESS PAVING SYSTEM



The **NoLine** Stringless Paving Preparation Kit is an option on all G&Z paving equipment. **NoLine** is comprised of an EGON software upgrade which directly interfaces with a third-party stringless computer technology through G&Z equipments' CAN Bus network. Stringless paving technology is gaining wide spread market acceptance for good reason. As bidding get more competitive, there is a need for innovative solutions to reduce job site costs. With the use of stringless technology, the contractor saves money on surveying, stake driving, yield loss and string line set up, making them more competitive. Besides improved access in front and around the paver, stringless paving also eliminates the impact of stringline cordial lines caused by string line supports on your smoothness in rolling terrain and curves. With current advances to the G&Z **NoLine** Operator Control System, G&Z pavers can be guided using either Leica, Trimble or Topcon 3D Stringless System making paving stringless easy through reliable, proven and integrated software.

EGON Telematics

EQUIPMENT GUIDANCE & OPERATION NETWORK



EGON Operator Control System incorporates user friendly features, a modular state of the art network of electronic controllers, extensive onboard and remote monitoring options, and diagnostic capability to allow superior ease of use and troubleshooting. G&Z's **EGON** software algorithms coupled with our proven hydraulic controls ensures the most responsive elevation and steering control system in the industry. As a crucial component of successful concrete paving, G&Z's EGON Telematics supports contractors in three core areas:

Operational Productivity

- Maintenance scheduling, and increased machine availability and utilization
- Reduced diagnostic time and improved serviceability due to remote access to a machine
- Detailed machine data (such as hydraulic system and engine monitoring) for performance analysis

Asset Management

- Data for correcting abusive practices to maximize your equipment life and resale value
- Regulatory compliance (Geofencing) for accurate machine location

Cost Control

- Accurate fuel consumption for cost analysis
- Bidding accuracy and competitiveness
- Reduced maintenance costs

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Brochure No. 400P107

