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S600 Slipform Paver Designed for Multiple Tasks

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Guntert & Zimmerman's (G&Z) S600 multi-purpose slipform paver is designed around a multi-purpose tractor frame that makes it ideal for city street, secondary roads, highway and airport paving as well as a wide range of other applications such as barrier walls, off-set paving and zero or minimum clearance paving.

The S600 features a double telescopic tractor frame, access walkway and hose hinge system for a nominal working range of 8 to 22 ft. 6 in. (2.44 to 6.86 m). With the use of bolt-in tractor frame extensions, the S600 tractor can be used to pave out to 29 ft. (9 m) and up to 26 ft. (8 m) with a dowel bar inserter (DBI)

The versatility of the S600 tractor allows the contractor to quickly switch between applications and paving widths. The tractor components including center module, bolsters and jacking columns are designed with universal bolting patterns offering a wide range of three and four track tractor configurations with or without swing legs. In standard paving mode there is less than 2 ft. (.6 m) from edge of pavement to widest point on the paver with sensor support arms removed. The paving kit, front tie bar inserters and many of the other optional attachments on the S600 are interchangeable with other G&Z paver models.

The optional TeleEnds: telescopic paving kit end sections provide the contractor the ability to perform paving kit width changes rapidly, without the use of cranes, and with only a one or two-person crew. Each telescopic end section gives the contractor 3 ft. (.9 m) (or 6 ft. [1.83m] for both sides) of quick width change capability. A width change which could typically take a three to four person crew 6 to 10 hours can now be performed by a one or two person crew in less than two hours and for a width change involving a single spacer less than one hour, according to the manufacturer.

The S600 is equipped with G&Z's AccuSteer: slew drive track control. The AccuSteer slew drives are mounted on top of the track yokes and are used to steer the tracks. The AccuSteer drives are powered with hourglass worm technology to give long life, high accuracy and high maneuverability. The hourglass worm engages multiple teeth on the pitch line of the ring gear from the hourglass thread. This engagement gives enormous strength and power to the gearbox.

The AccuSteer system allows the operator to independently rotate the tracks almost a full circle, providing maneuverability on site and rapid swing leg relocation for paving and transport without the need to re-pin steering cylinders

The S600 also is available with G&Z's SmartLeg: swing leg system. Working in tandem with the AccuSteer system, The SmartLeg system allows the operator to adjust the swing leg angle on the fly while automatically keeping the track straight ahead. This offers a high level of flexibility for the contractor to maneuver around track line obstacles (e.g. fire hydrants, airport runway lights, etc.) on the fly and without stopping to make a bolster adjustment.

With the new SmartLeg system, the process for transforming the S600 into the transport or side barrier

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slipform pavers. Using the combination of the 90 degree steering mode and the SmartLeg feature, the four swing bolsters and crawler tracks are automatically walked into the outboard, transport position in approximately 30 minutes. In this transport configuration, the S600 can easily walk and steer onto a standard 8 ft. wide trailer. There is no switching of hoses required on the crawler tracks.

The VariWidth: tractor frame width change system, working together with the AccuSteer system, allows quick telescopic tractor width changes with the use of rollers and a hydraulic clamping puck system eliminating all clamping bolts. The S600 extension tubes are held in place while in operation with an automatic hydraulic clamping puck system. When the tractor frame width needs to be changed, the operator simply has to flip a switch to release the hydraulic pucks from one side of the machine and walk the machine in or out using the 90 degree steering mode. The tractor frame extension tubes slide in and out of the center module with the help of rollers.

All of the hydraulic hoses and electrical cables between the power unit and the end bolsters are contained in G&Z's hose management hinge system, which eliminates the requirement to change hoses for width changes. With no bolts to loosen, hoses to change, or supports to be added under the tractor, the VariWidth system is a huge time saver, according to the manufacturer.

The S600 is available with G&Z's compact dowel bar inserter (CDBI). The CDBI is a single, self-supporting module that mounts quickly on the rear of the S600. The G&Z CDBI is designed to insert dowel bars accurately, make width changes and transport easily, and help achieve smooth rides. G&Z also is currently developing a new narrow profile DBI for the S600.

The S600 features enhanced operator visibility and ease of operation. The operator can easily see all around the machine including under foot into the liquification hopper. The S600's power unit enclosure and cooling system has been designed to minimize noise while increasing the safety of the operator and ground crew. The operator console is easily relocated anywhere along the operator platform hand railing to optimize visibility and to meet operator preference.

G&Z's Next Generation Plus 1 operator control system incorporates user friendly operator controls and features networked controllers allowing extensive monitoring and diagnostic capability including remote diagnostics. The Plus1 microcontroller platform provides G&Z the flexibility to easily update the software and add new, customized features. A multi-function color display provides the operator with multiple real-time status updates. Machine configuration is selected via graphics on the display.

The operator console switches are labeled with standard ISO symbols making this a durable, easy to use, multinational user interface. The operator console on the S600 features self diagnostic capabilities, electronic monitoring of hydraulic system pressures (including charge pressure), and filter condition (clog indication with alarm), engine system and fuel level.

The S600 features G&Z's NoLine: stringless paving preparation kit. NoLine integrates the use of stringless technology directly into the S600 operator console. With NoLine, there is no need for any additional

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technology is gaining wide spread market acceptance. As the bidding table gets more competitive, the need for innovative solutions to reduce job site costs and paver profile is increasing. With the use of stringless technology, the contractor saves money on surveying, stake driving, and string set up. Stringless paving is one tool that can be used to make concrete more competitive in the market, according to the manufacturer.

The S600 features a spreader plow system that allows for easier width changes. There are no bolts to loosen or remove when making a width change as the track sections are held together by a single pin. The spreader cart track is supported by two supports mounted off the S600 center module with no additional supports needed out to 24 ft. (7.3 m). Each spreader car track section is light enough where it can be handled by one person without the assistance of a crane.

As an option, the S600 can be fitted with G&Z's trailing finishing pan. Mounted off the rear of the paver under the rear walkway, the trailing finishing pan provides a proven method of finishing pavement surface and edges and ensuring that the product coming out the back of the paver is of the highest quality and smoothness, according to the manufacturer.

G&Z's S600 is backed by parts and service support. Rapid response to a customer's parts needs is facilitated by G&Z's readily available stock of parts and its location in central California. There are four major international airports within 1.5 hours of the factory, allowing counter-to-counter airfreight service. Same day service is possible, depending on the time of the call.

Other Available Options:

- D3 size crawler tracks in lieu of D2 size for wide paving widths and the use of a DBI
- DBI Preparation Kit including larger 260 hp (193 kW) Cummins QSB6.7 Six Cylinder Diesel EPA Tier III / Euro Stage IIIA engine including the S600 being pre-wired / pre-plumbed for DBI
- Final Finisher and supports
- Front Tie Bar Inserter with chain feeder
- Side Tie Bar Inserter
- AC or DC Night Lighting Systems
- Rear Telescopic Aluminum Walkway folds up for transport
- 48 in. (122 cm) wide Towed Trailing Finishing Pan with fixed edgers
- Electric Poker Vibrators in lieu of hydraulic vibrators
- Hydraulic vibrator computerized monitoring system
- Computerized Crown / Transition Control System

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- High Pressure Wash Down System
- Split Guillotine Sideforms with Hydraulic Open / Close and Fine Width Adjustment

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Industry Gears Up for Florida Auctions

NATIONAL EDITION

ROBBY CHACKLER – CEG SENIOR EDITOR

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This past year has been a difficult one, to say the least, for every person, family and business. Pretty much every walk of life has been affected by the COVID-19 pandemic, whether you are a CEO, student, teacher, restaurant owner or retail worker.

But a new year brings a renewed optimism, and that includes the enthusiasm for the return of live heavy construction equipment auctions. [Alex Lyon & Son](#), [Yoder & Frey](#) and [Jeff Martin Auctioneers](#) will return to Kissimmee, Fla., to host in-person live auctions early in the 2021 calendar year.

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- **Alex Lyon & Son**

Sat. Jan. 30 to Feb. 7, 2021

- **Jeff Martin Auctioneers**

Feb. 8 to 10, 2021

- **Yoder & Frey**

Feb. 10 to 13, 2021

With an inventory of heavy construction machinery, dump trucks, dozers, telehandlers, buckets and attachments, as well as commercial vehicles and a large complement of diesel engines, these companies are inviting more consignors who want to turn their stock into cash.

Buyers and sellers alike are excited for the return of in-person auctions.

"We are very optimistic," said Jeff Martin of Jeff Martin Auctioneers. "Equipment is in short supply with great demand currently. And everybody that we are talking to, with all the work that's on the books, we've got three or four more years of this cycle of high demand and low supply."

Martin sees this as a boom for the return of in-person auctions. In fact, Martin believes that a bit of cabin fever in 2020 will result in a greater turnout in 2021.

"We actually are looking for an increase just because of the restrictions and everyone staying at home and not participating in other activities," said Martin. "We're actually expecting an increase. Thus far, exhibitor requests are one of the first things we start to get in. And we have an increase of about 30 percent for those."

"This is our fourth year in Kissimmee," Martin added. "We've been very well received. We've extended our property lease again. So we're here for the long haul."

While the pandemic has resulted in an increase in online bidding in 2020, the return of in-person auctions in 2021 will see companies taking extra precautions to stay safe.

"We check temperatures, we provide masks, we provide extra hand sanitizing stations, portable hand washing stations, and request people to appreciate other people's distances," Martin said. "Everybody that comes in and has been very well agreeable to what we are asking them to do. They understand there is a risk involved, but with the safety precautions we've taken with our safety personnel, we have no qualms about accommodating any concerns."

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"Physical set up consignments will be the same," said Martin. "We'll ask for a questionnaire and ask if you've been around [people with COVID]. Have you been exposed? Have you been tested? And if you have, then we don't allow you in or on site. If you're out [on the lot] we ask that you wear a mask."

Jeff Martin Auctioneers will be utilizing its auction trucks rather than a theater-type event due to COVID.

Yoder & Frey echoed those same thoughts and is looking forward to seeing people face to face at its upcoming auctions. It is taking precautions to be as safe as possible, which includes larger tents so people are more spaced out. The company also will supply masks and hand sanitizers.

"We have to permit for everything we do," said Joe Thurston, senior salesman of Yoder & Frey. "That includes our tents, our auction tents, our hospitality tents and tents for the ramps. Typically those are air conditioned tents. Because of COVID, you can't have anything enclosed. So we will have tents for everything, but they will be open tents."

In previous years, auction tents were approximately 40 by 60 ft., but this year those tents will nearly double in size and be open on all sides to give people appropriate spacing and an outdoor venue. All seating will be six feet apart.

"Those are the guidelines, and that's the only way we can get a permit for those," Thurston said.

The following was posted on the Alex Lyon & Son website: "This part of the auction will be a live, in-person event. Masks required. All people attending must follow CDC guidelines for social distancing and hand-washing. Thank you in advance for adhering to these requirements, we appreciate your cooperation."

[Check back for Part II of our auction series in the next edition.]

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