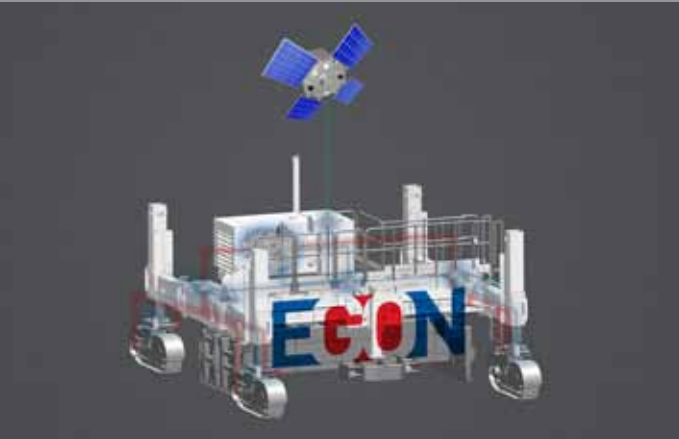




CONSTRUCTION PROFILES

A PUBLICATION OF
GUNTERT & ZIMMERMAN

CONEXPO 2014



NEW G&Z TECHNOLOGY



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CONTRACTOR INSPIRED. **GUNTERT** ENGINEERED.

DEAR CUSTOMERS AND FRIENDS:

On behalf of everyone in the **Guntert & Zimmerman (G&Z)** family, I want to welcome you to CONEXPO 2014. We are very excited about the opportunity to learn more about you and your company, as well as to share how G&Z can help your company excel in the concrete paving, trenching and canal construction markets.

At G&Z, our mission is to **maximize** the number of days a contractor can produce and **minimize** the time it takes to re-configure, maneuver or transport equipment. As a result, G&Z has been hard at work developing new equipment and features that will enable you to meet the ever changing needs of the industry and improve productivity. The versatility and adaptability of our new equipment provides the same excellent quality that the world has come to expect and depend on from G&Z built machines.

Here are just a couple of the new technologies we are eager to share with you:

- **New Pavers:** The S600 and S850SL Slipform Pavers have already exceeded market expectations. When fitted with patented features such as TeleEnds, contractors can now change widths in under two hours, taking productivity to a new high.
- **New Operation Software:** EGON brings 21st century technology to the paving process, making our equipment even easier to operate and maintain. EGON IntelliMatics™ allows unparalleled monitoring and remote troubleshooting capability to your equipment working in the field.
- We are really excited about our soon to be released MP550 Placer. The MP550 will take material placing to a new level and will address many shortcomings of other placers in the market. The G&Z MP550 design will offer higher production, ease of cleaning, lower operating costs and handle a wider variety of hauling trucks than any placer on the market today. Ask to take a sneak peek!

Our team of engineers, service technicians and sales representatives are looking forward to meeting with you in person, discussing the challenges in your marketplace and demonstrating to you how our equipment can help address those challenges. We are here to partner with you – offering not only our equipment but over 70 years of expertise in helping companies achieve a quality end product as quickly as possible.

Thank you for the time you have taken out of this busy week to come and visit us.

Best Regards,



RON MESKIS
President

NEW S850SL

THERE HAS NEVER BEEN A MORE COMPELLING REASON TO INVEST



With the introduction of the new G&Z **S850SL** equipped with **AccuSteer** & **SmartLeg**, G&Z has established a new standard for the amount of smooth concrete a contractor can put down in a day. The S850SL is engineered to achieve rapid maneuverability, transportability and width changes. What used to take hours and days is now measured in minutes. The S850SL's productivity features combined with its stringless paving capability affords narrow profile paving never before thought possible. Now, this mid-size paver can pave full width with as little as 12" (30cm) of companion lane trackline next to a temporary median barrier with or without a Dowel Bar Inserter attachment.

MACHINE SPECIFICATIONS

Paving Width	Nom. 12' to 26' (3.5 to 7.9m)* With Extensions: Up to 39' (12m)
Max. Paving Thickness	Standard: 18" (450mm) Airport Extensions: 24" (600mm)
Machine Weight*	130,000 lbs (59,000kg)
Engine Power	350 HP (261 kW)
Transport Dimensions (w x l x h)	11' (3.3m) x Paving Width + 24' (7.3m) x 13' (4m)

*To reduce machine to 12' (3.56m) a special kit is required

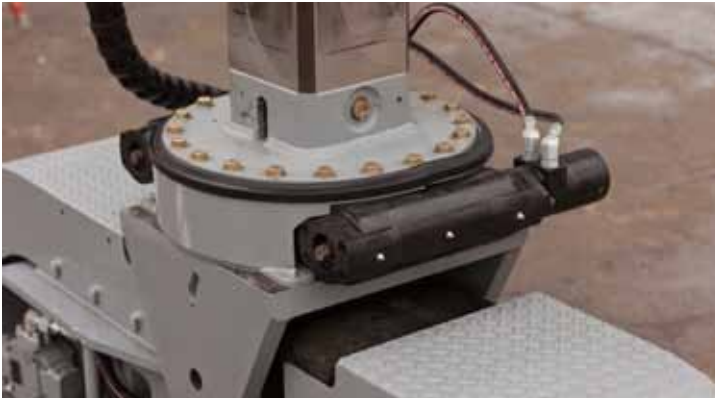
**Weight with a 18' (5.5m) paving kit without DBI



ONLY 12" OF TRACKLINE REQUIRED WITH OR WITHOUT DBI

IN THE BOOTH: ACCUSTEER & SMARTLEG

MANEUVERABILITY & VERSATILITY ARE NO LONGER A LUXURY



AccuSTEER: SLEW DRIVE TRACK CONTROL

As an option, the S600, S850SL and PS1200 can be equipped with G&Z's patented AccuSteer: Slew Drive Track Control System. The AccuSteer system uses slew drives which are mounted on top of the crawler track yokes to steer the tracks in lieu of conventional steering cylinders. These slew drives allow the operator to independently rotate each crawler track up to 320 degrees providing unparalleled paver maneuverability on site including 90 degree steering and counter-rotation without the need to re-pin the steering cylinders and reset the steering transducer. Each AccuSteer slew drive is powered with dual hydraulic motor driven hourglass worm gears offering enormous steering power and long gear life.



S850SL utilizing SmartLeg and AccuSteer to cross a bridge deck

SMARTLEG: SWING LEG SYSTEM

The S600 and S850SL are also available with G&Z's patented SmartLeg: Swing Leg System. Working in tandem with AccuSteer, SmartLeg allows the operator to adjust the bolster swing leg angle by means of a hydraulic cylinder(s) and swing bolster angle measuring transducer which relocates the crawler track position on the fly while automatically keeping the crawler track straight ahead. SmartLeg is a better solution than conventional turnbuckles and four bar linkage type swing legs. SmartLeg also eliminates the need of relocating the swing leg turnbuckle mount on the tractor frame when changing width. SmartLeg allows the contractor to maneuver around track line obstacles (e.g. fire hydrants, airport runway lights, light poles, etc.) on the fly and eliminates the time consuming need of

- stopping,
- adding support stands under the paver bolster,
- hand adjusting a turnbuckle,
- or re-setting the steering transducer.

The SmartLeg working in conjunction with AccuSteer can also be used to

- easily and quickly climb on and off concrete slabs without the need for support stands or ramps
- semi-automatically walk the paver into the transport mode in under one hour

Covered by patent no. 8,459,898 | International Patents Pending

IN THE BOOTH: S600

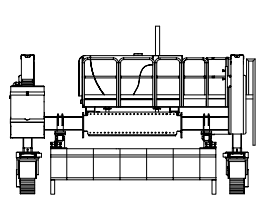
A MULTI-PURPOSE PAVER UNIQUE IN ITS CLASS



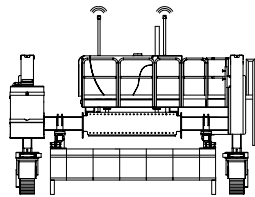
THE S600

The G&Z S600: Multi-Purpose Concrete Slipform Paver is unique in its class. No other multi-purpose paver is capable of handling the variety of applications capable with the S600. The S600 is designed around a multi-purpose tractor frame that makes it ideal for city streets, 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 Slipform Paver's design has redefined what mobility means for a small

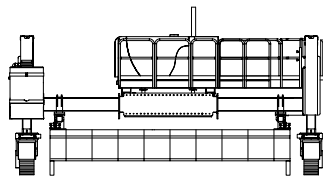
paver without sacrificing the same performance advantages contractors have come to expect from G&Z's large and mid-size slipform pavers. Utilizing G&Z's time tested and rugged paving kit design, the S600 is capable of achieving excellent smoothness numbers on projects with the toughest specifications. The S600 is capable of all of this while offering the widest working range in its class — out to 29.5' (9m) for dual lane paving.



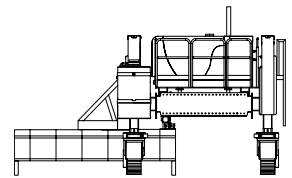
SINGLE LANE PAVING



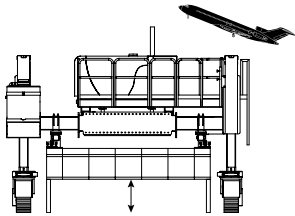
STRINGLESS PAVING



DUAL LANE PAVING

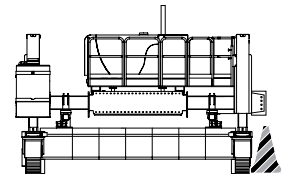


ZERO CLEARANCE

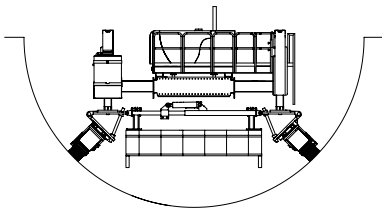


AIRPORT PAVING

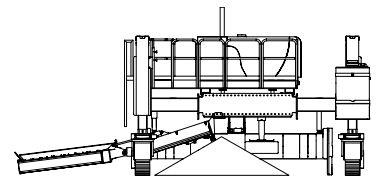
NEW S600 MULTI-PURPOSE SLIPFORM PAVER



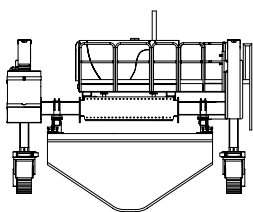
NARROW PROFILE



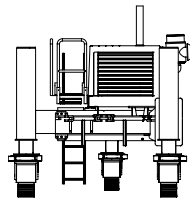
TUNNEL PAVING



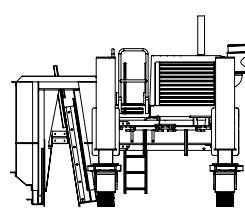
PLACER SPREADER



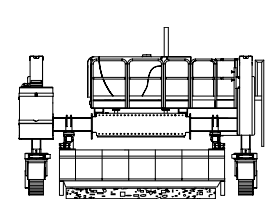
CANAL LINING



THREE TRACK



OFFSET MOLD



CTB SPREADING

MACHINE SPECIFICATIONS

Paving Width	Standard: nom. 8' to 22' (2.5 to 6.75m) With Extensions: Up to 29.5' (9m) With DBI: Up to 22' (6.75m)
Max. Paving Thickness	Standard: 18" (450mm) Airport Extensions: 24" (600mm)
Machine Weight	85,000lbs (35,000kg)
Engine Power	200 HP (139 kW) Optional 260 HP (193 kW)
Jacking Columns	Hyd. Adjustable 3.5' (1.1m) Rebolting Adjustment 3' (915mm)
Concrete Spreading System	Spreader Plow



ZACHRY CHOOSES A G&Z PAVER FOR LARGE INTERSTATE PROJECT

Executives with Zachry Construction Corp. say it didn't take long to train their crew and hit a good stride with their new Guntert & Zimmerman paver working on a \$64 million Interstate project in Columbia, South Carolina, U.S.A.

Zachry recently launched work with the New G&Z S850SL with Dowel Bar Inserter (DBI) by paving sections of 12-inch-thick concrete on Interstate 20 at 18 feet wide. Production in early May was running between 200 and 350 cubic yards of concrete per hour, or between 3,500 and 4,000 feet per day, said project manager Curtis Schwartz.

As a part of the continuing development on the east side of Columbia, the South Carolina Department of Transportation is widening Interstate 20 from two lanes to three on a 6-mile stretch near Interstate 77. First, Zachry will pave an inside lane and shoulder in an 18-foot-wide slab on each side of the four-lane divided highway.

Then, in a multi-staged process, the contractor will remove the existing eastbound and westbound lanes and pave two new lanes at 24 feet wide on each side.

G&Z CHOSEN FOR VERSATILITY AND ACCURACY

The new paver is equipped with both a G&Z DBI and Leica PavSmart 3D stringless machine control system. The DBI played a major role in Zachry's decision to buy the new paver, said Zachry's equipment manager. Originally, Zachry management had planned to pave the I-20 project at 34 feet wide. Management decided to buy the Guntert & Zimmerman machine because of its versatility and the fact that it could be used at desired widths with a dowel bar inserter. Zachry's management likes the accuracy of the time tested G&Z

DBI design. Tests confirm that the dowel bars meet specification for horizontal, vertical and skew alignment. Joint spacing is 15 feet for the I-20 project, and the Guntert DBI places the dowel bars right on the money, says Mark Fancella, Zachry's paving superintendent on the I-20 project.

"I used to be a firm believer in a competing paver," says Fancella. "But now I'm a Guntert man. I like the side forms on it. You can move them in and move them out. And I like the swing legs. The place where we're paving now is in really tight quarters. We only had three feet on one side, paving up against a median barrier. We just tucked the legs in and we had no problems."

The AccuSteer System on the Guntert paver permits an operator to turn the tracks 90 degrees and steer the machine sideways. Also, the swing legs can semi-automatically walk into the outboard/transport position to walk the paver directly onto a removable gooseneck trailer. The DBI is equipped with a new patented self-loading system that speeds up the entire loading process.

We asked Schwartz how he likes the new paver. "It's going well," he said. "There has been a learning curve associated with it. This is our first job on the East Coast, so we've hired and trained new crews."

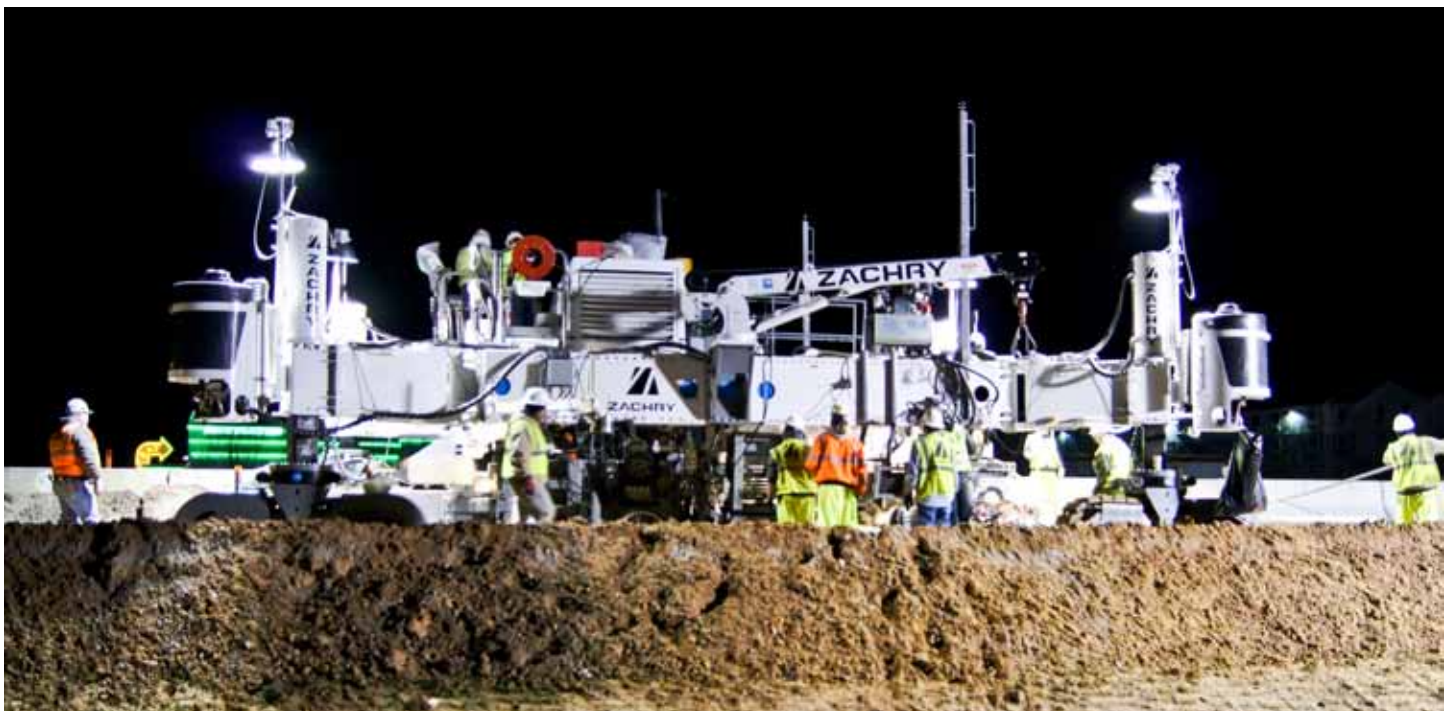
A FIRST AT ZACHRY

This is Zachry's first stringless machine control system on a concrete paver. It only took about a week for crews to learn the new Leica system. Thanks to the dowel bar inserter, trucks can dump concrete

directly on the grade in front of the S850SL paver with DBI. With the Leica PaveSmart 3D system, Zachry uses three robotic total stations – with two of them active at any time. The Leica system regulates the steering, grade, attack angle and crossfall of the paver. PaveSmart 3D guides the paver in relation to a digitized 3D model of the highway, running on the onboard machine computer.

The paver is equipped with two, mast mounted, Leica prisms used as tracking targets for the two active robotic total stations. When setting up the robotic total stations, a technician back-sights each of them to five known control points. That fixes the location of the total stations relative to the digital model. The two total stations then follow the movement of the two prisms on the paver and communicate to the machine computer the paver's precise location via radio link. The machine computer then computes the differences between the paver's actual location and the digital terrain model. Knowing those differences, the Leica machine computer then instructs the G&Z paver to regulate the steering and grade automatically.

Fancella says it works best to set up the total stations 250 feet in front of the paver. As the machine passes the first total station, the next total station in sequence picks up the paver; this is called "leapfrogging". The crew moves the first total station around to the front of the paver for the next "leap". That way the crew and the paver never needs to stop – a capability unique to Leica's technology. Even in traditional stringline paving, stopping the paver is highly undesirable for mainline paving, as it typically introduces a "bump" in the surface which will count against the ride bonus the contractor is striving to achieve.



It's absolutely necessary to use an accurate digital model and to calibrate the paver correctly, in order for the stringless control system to work properly, Fancella says. He likes the idea of paving with no stringline. "You can back trucks in directly in front of the paver without worrying about a stringline," he says. "When you use a stringline, it's like you're trapped inside of a room. But with the stringless control system, the paver is out in the open."

Zachry's estimators and production personnel considered the investment made for the stringless machine control system, and they see a relatively short return on investment. Far less surveying and staking is required with the stringless control system. Plus, the stringless system is safer – nobody worries about tripping over a stringline or breaking it.

Another reason Zachry bought the Guntert & Zimmerman paver is for the telescoping ends (TeleEnds) on the machine's paving kit. They make it easier to quickly change widths as much as 8', especially if the Dowel Bar Inserter is not on the machine.

Zachry management visited the G&Z factory, and they were impressed with G&Z's manufacturing process. "Guntert puts a lot of time and effort into the precision of the machine," says the equipment manager. "And I just felt like it was going to produce the product that we have to pave today."



NARROW CLEARANCE LIKE NEVER BEFORE



One of the design challenges G&Z faced with the S850SL was the need to pave in tight trackline situations at full width. To add to the challenge, G&Z took on the task of ensuring that the S850SL's narrow clearance capabilities were also achievable with a DBI.

From its founding in 1942, G&Z has prided itself on being an innovative equipment design and engineering company. The S850SL has continued this tradition by achieving its design goals. **With the optional TightTrack: Tight Trackline Paving Package, the S850SL can pave full width with as little as 12" (30cm) of companion lane trackline available next to a temporary median barrier with or without a Dowel Bar Inserter attachment.** Furthermore, in this configuration, the rest of the machine does not stick out beyond the top of the temporary barrier.

This type of narrow profile paving has never been possible before with a larger, mid-size slipform paver. Now contractors have more options when faced with "near-zero" clearance trackline paving conditions. Contractors no longer have to sacrifice concrete smoothness or the width they want to pour under narrow profile situations.

IN THE BOOTH: TC1500

PRECISION MATTERS



The Guntert & Zimmerman (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: 90 degree steering, highly accurate steering and elevation control systems, and unique, rigid frame design for quick width changes.

The four-track TC1500 can be equipped with 90 degree steering which allows the 4-track machine to travel and steer across bridges and self-load for transport. 90 degree steering also offers exceptional on-site maneuverability where space

is sometimes at a premium. This feature gives contractors a distinct advantage when dealing with an aggressive production schedule.

The TC1500 has modern proportional steering and elevation controls with electronic sensors fulfilling the contractor's need for accurate grade and steering control. The TC1500 is designed with a rigid latticework frame capable of handling widths from 12' to 56' (3.6 to 17m). The rigid frame contributes to the steering accuracy ultimately giving contractors a more uniform result. Accuracy is essential when precision tining is required.

MACHINE SPECIFICATIONS

Working Width	Standard: nom. 12' to 56' (3.6 to 17m)
Operations	Spraying Concrete Cure Tining: Longitudinal, Transverse, Skew Poly Roll Holder
Machine Weight	25,000 lbs (12,000kg)
Engine Power	76 HP (56 kW)
Features	90 Steering (4 Track) Full Width Walkway Dual Side cure feed UltraSonic Sensor Ready for Stringless Poly-Tote and Metal Cure Tank Options





IN THE BOOTH: TELEEND

IT KEEPS ON GETTING BETTER

Today's competitive market requires contractors to have the ability to change widths rapidly to meet ever tightening production schedules without sacrificing pavement smoothness. G&Z's TeleEnd: Telescopic Paving Kit End Section allows the contractor to perform paving kit width changes rapidly with just a one or two person crew without removing bolts or use of cranes. Each TeleEnd gives the contractor 3' (915mm) or 6' (1.83m) for both sides of quick width change 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. The TeleEnds can be specified as an option during the purchase of a new paver or can be retrofitted to any existing G&Z Slipform Paver.

And it keeps on getting better—G&Z has released its New **TeleEndXL** which now offers 4' (1.25m) of quick width change capability per side.

CONTRACTOR TESTIMONIAL

“We could not have met the schedule with any other piece of equipment than the S850 with the Telescopic End Sections.”

Ron Mockelman
Hawkins Construction Co.
Eppley Airfield Project

Covered by patent no. 7,950,874
International Patents Pending

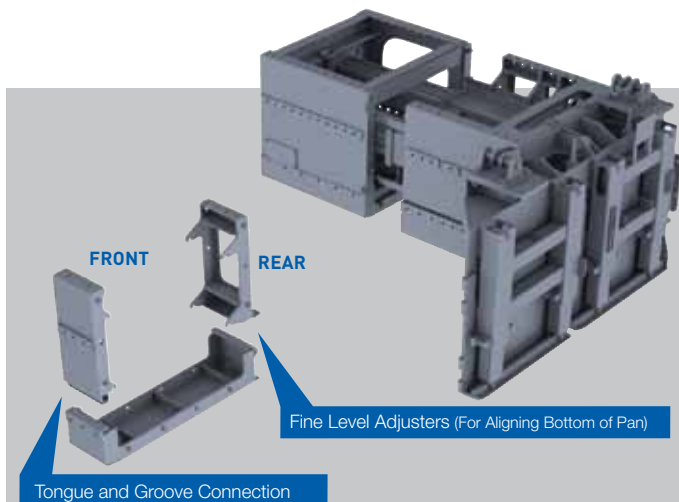
FIELD TESTED & CONTRACTOR APPROVED

Since its introduction in April 2009, G&Z has manufactured many sets of TeleEnds that have been shipped worldwide for use on highways and airports. The smoothness numbers achievable with the TeleEnds sets them apart from variable width options. TeleEnds have been used on projects with strict smoothness specifications with great results.

Contractors who make multiple width changes on a daily basis have come to depend on one hour width changes as they competitively bid projects. The TeleEnd is a true game changer.



S600 Equipped with TeleEnds Paves a round-a-bout in Holland.



ADD-IN SPACERS

The Add-in Paving Kit Sections are made up of three components: Front Spacer + Rear Spacer + Bottom Pan Section.

ADD-IN SPACER CONNECTIONS

The Bottom Pan Section has a “tongue and groove” connection to engage the Front Spacer and fine level adjusters to attach the Rear Spacer. There are line up dowels on the spacers and pans to guide the sections together. There are no bolts required as they are held together by hydraulic clamping forces.

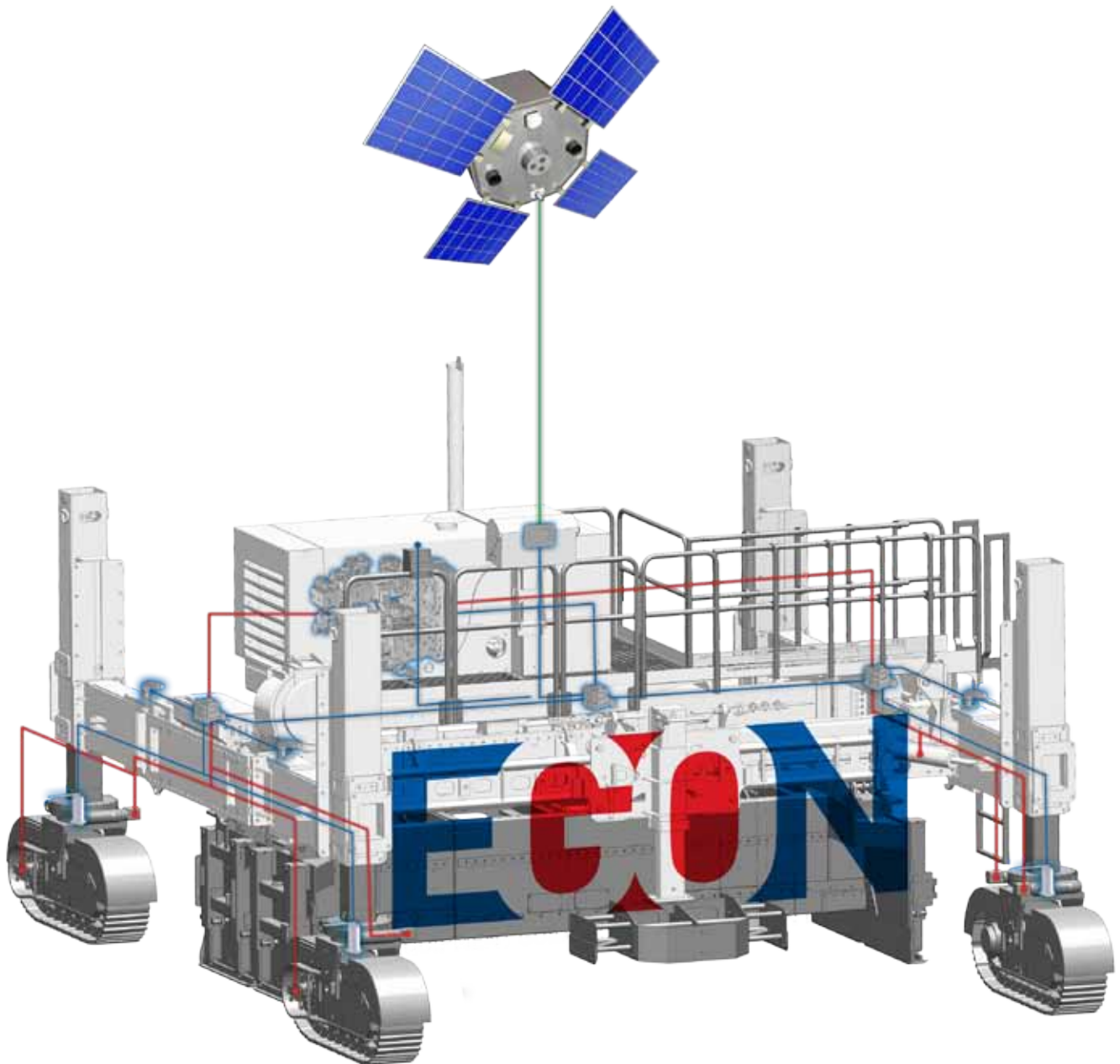
TELEEND DIMENSIONS

Each Standard TeleEnd is 5' (1.5m) wide when fully retracted and has 3' (0.9m) of hydraulic telescopic ability. Each TeleEndXL is 7' (2.15m) wide when fully retracted and has 4' (1.25m) of hydraulic telescopic ability.



IN THE BOOTH: EGON

PAVER OPERATIONS & REMOTE DIAGNOSTICS SOAR TO NEW LEVEL





EGON INTELLIMATICS™

REMOTE OPERATOR INTERFACE AND DIAGNOSTIC SYSTEM

EGON IntelliMatics is a powerful remote diagnostics/monitoring system that will allow any machine owner to protect their investment. The G&Z software engineering team has added to the already extensive onboard capabilities and designed a web based remote user interface to allow maximum connectivity anywhere in the world. Some of these capabilities include: the ability to download program updates, input and output monitoring, remote troubleshooting to reduce service visits, error codes emailed to the customer and G&Z in real-time, connectivity via WiFi or GSM, GPS technology to monitor location, data logging, maintenance reminders, remote setting changes, etc. To summarize all of these potential machine events, EGON will even send the customer and G&Z a detailed report at the end of a predetermined machine runtime for constant monitoring and peace of mind. Truly the sky is the limit with this system, and the potential customer savings over the life of the paver are limitless. EGON has once again taken machine connectivity and service to the next level, and this new system will allow G&Z to always be connected.



ONBOARD OPERATOR INTERFACE

EGON's Operator Interface features both an operator console and a LCD Display that is mounted directly above the console. The Operator Interface is designed to be intuitive and ergonomically sound. The operator console is designed in a compact package to allow it to be easily moved anywhere along the handrail of the operator platform to fit operator preference. The operator console features intuitively organized switches which are labeled with standard ISO symbols making this a durable, easy to use and multi-lingual user interface. The EGON LCD display includes the latest in mobile interface technology such as high resolution, an anti-glare color screen, sensor controlled backlighting ensuring optimal legibility under all ambient light conditions and CAN, RS-232 and USB interfaces for all control system updates and diagnostics. Monitoring paver performance has never been easier. The EGON display gives an all-in-one overview of the paver's extensive systems including: the status of all machine I/O (inputs and outputs), system faults, electronic monitoring of all hydraulic pump pressure and filter conditions (clog monitoring with alarm), fuel level, individual forward/reverse track pressure, and machine configuration and mode.



SEMI-AUTOMATED PAVER RECONFIGURATION

G&Z's software engineering team has taken paver operation and reconfiguration to the next level. With semi-automated processes for many features and configurations it's never been easier to operate a piece of slipform paving equipment. EGON's onboard TFT Display will walk the operator through the automated steps as well as directing the steps required by ground personnel. The mode reconfiguration processes include the following: paving to 90 degree, paving to counter-rotate, paving to transport and of course back to paving from each respective mode. These semi-automated processes ensure the reconfiguration is done correctly and most importantly saves the contractor time.

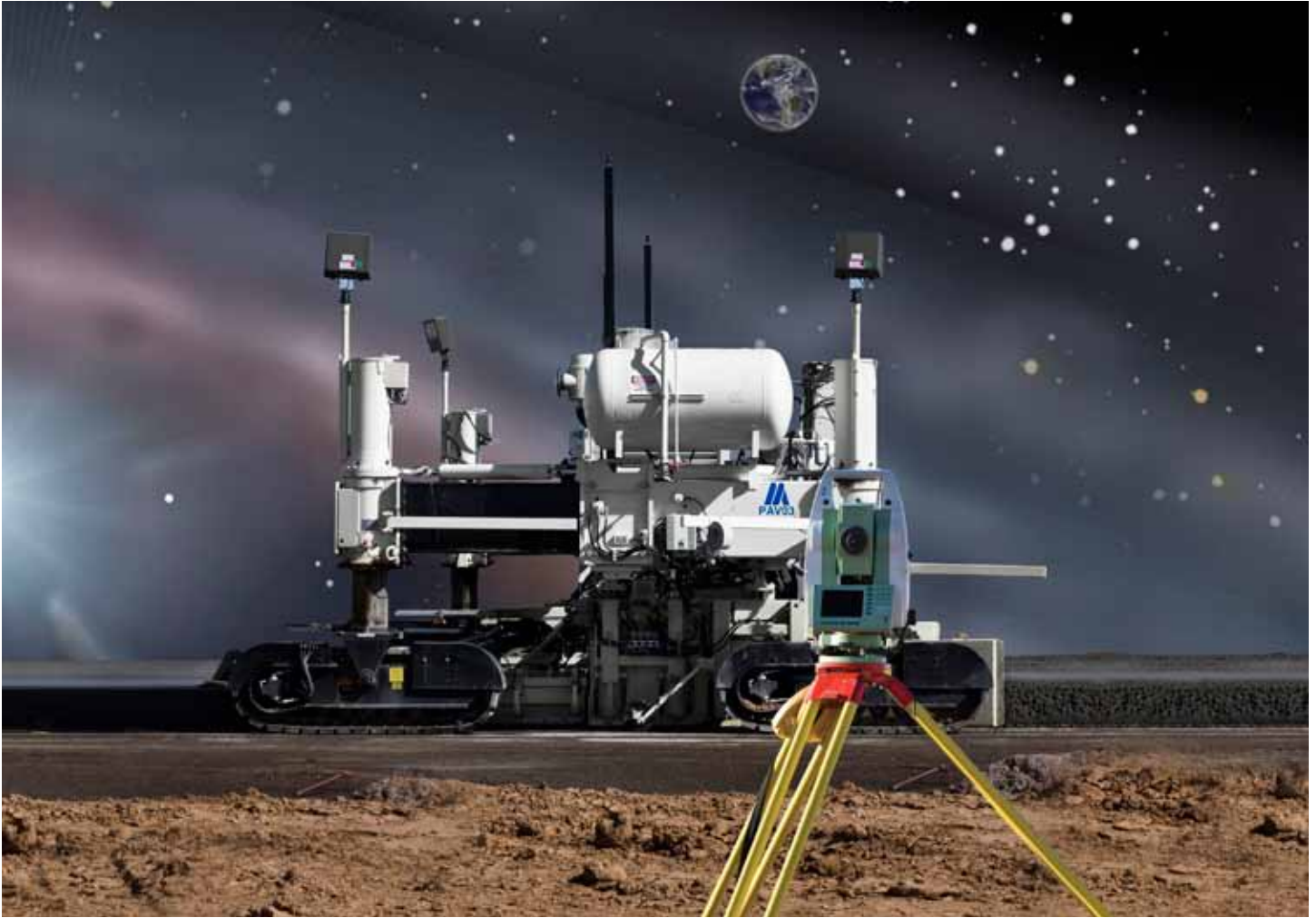


EGON ASSET MANAGEMENT

EGON's remote features also make it capable of being used as an asset management system. The EGON online interface will display engine hours, notify the user when a machine is online, and provide location details of the asset itself. This is a great tool for the equipment managers while in the office. It also brings peace of mind when parking a machine in a remote location or in winter storage.

IN THE BOOTH: NoLINE

STRINGLESS PAVING HAS NEVER BEEN EASIER

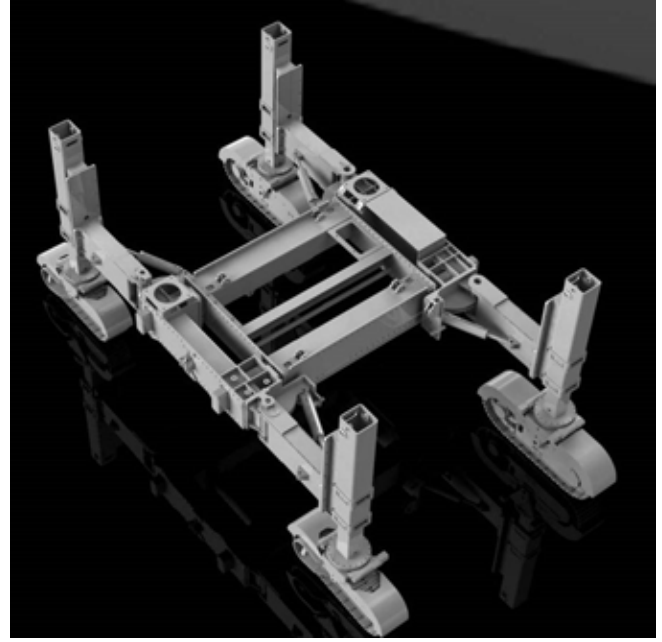
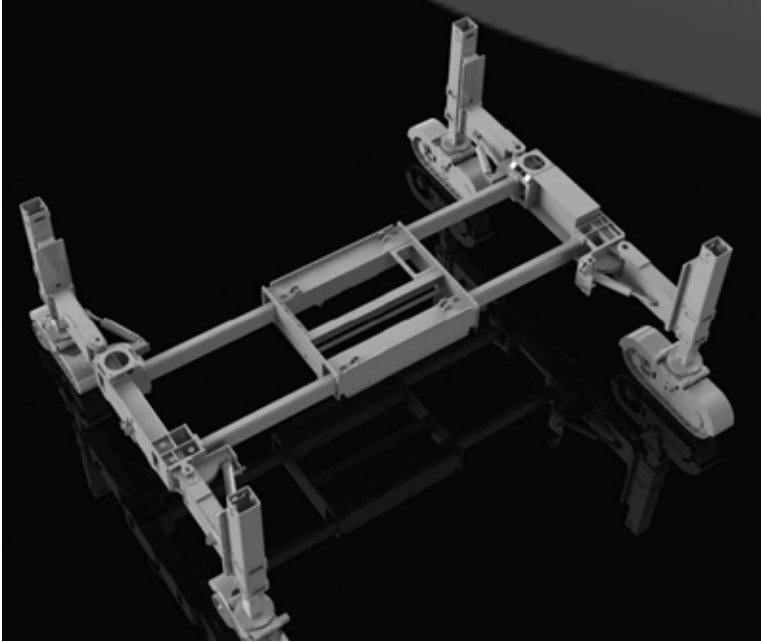


Paving stringless all starts with the equipment's operation software. G&Z's EGON: Equipment Guidance and Operation Network is a cutting edge Operator Control System that incorporates user friendly operator features and networked micro-controllers to allow extensive monitoring and performance tuning capabilities. G&Z's software engineering team has taken paver operation and reconfiguration to a new level. With automated processes for many features and configurations it's never been easier to operate a piece of slipform paving equipment. This system is available standard on every G&Z slipform paving equipment model. With EGON, stringless guidance is available with third party stringless systems by utilizing G&Z's NoLine: Stringless Preparation Package.

NoLine: Stringless Preparation Package can be included as an option on all G&Z Pavers and Support Equipment. NoLine is comprised of a software upgrade and a hardware kit. The NoLine Software Upgrade integrates the use of third party stringless technology directly into the machine's CANbus network. The NoLine Hardware Kit provides telescopic masts for the total station prisms (only necessary on pavers) and battery backup. NoLine makes paving stringless easy through reliable, proven and integrated software.

IN THE BOOTH: VARIWIDTH

TRACTOR FRAME WIDTH CHANGES MADE EASY



The patented VariWidth: Tractor Frame Width Change System allows the double telescopic tractor frame to change width in a matter of minutes with the help of the following patented features:

- The patented and optional hydraulic clamping puck and roller system eliminates the traditional, time consuming system of loosening and retightening the bolts on the clamping pucks used to hold the tractor frame male extension tubes in position. With VariWidth, the operator simply flips a switch to release the hydraulic clamping pucks on one side of the tractor frame and lowers the male extensions to the center module mounted rollers. These rollers reduce telescoping friction thus eliminating the need to support the center module on stands. The tractor frame width is changed by using the crawler tracks in the 90 degree steering mode to walk / telescope the machine in and out. The front access walkway is telescopic as well as the hose / cable hinge system that contains the hydraulic hoses / electrical cables between the power unit and the bolsters.
- The VariWidth tractor frame / bolster design achieves the greatest telescopic range in the industry only possible in the past by using a conventional two-stage telescopic tractor frame design. The G&Z design is without the maintenance and structural sag problems associated two-stage telescoping. The unique bolster design with “tunnels”

allows the tractor male extension tubes to pass, significantly increasing the telescopic range possible with a single stage, double telescopic tractor frame with 8' (2.4m) minimum width. The S600 VariWidth frame can telescope from 8' to 22' (2.4m to 6.7m.) and by bolting in fixed frame extensions, the VariWidth frame can telescope from 13' to 27' (4m to 8.2m).

- The VariWidth tractor frame / bolster system utilizes a universal bolting pattern on all four sides of the tractor center module and on both ends and the outside of each bolster offering a basic tractor design with tremendous versatility for different paving configurations such as four track, three track, two track and compact.



S600 hose hinge system along with a male tractor frame extension tube

Covered by patent no. 8,118,518 | International Patents Pending

PARTS & SERVICE DEPARTMENT

YEARS OF EXPERIENCE



Guntert & Zimmerman's Parts Department is one of the company's many assets. The Parts Department is available 24/7 reducing downtime and giving our customers the peace of mind that we're always available. G&Z Inside Sales, has close to two decades of parts experience with G&Z machines. Their expertise allows our customers to receive the right parts the first time.

As a company, we pride ourselves in our customer service. That is why we stock parts at our facility to ensure availability when a customer needs them. If we don't have it, we'll find it for you quickly. With G&Z it's not necessary to talk to an under stocked distributor. Customers speak directly to the G&Z manufacturing plant in Ripon, CA which is located 1.5 hrs from four major airports with international service. If you do not know the part number, G&Z's staff can promptly locate the correct part for your machine and in many instances have it shipped the same day.

G&Z's staff has a simple unwavering instruction... when a customer calls, drop what you are doing and take care of the customer's needs, NOW. Our dedicated staff is knowledgeable about the various construction disciplines where our equipment is used. If there is a question a staff member cannot answer for you, they will quickly put you in touch with someone who can.

G&Z service techs not only hold intimate knowledge of the equipment but also of the concrete paving, trenching and canal construction processes. The service department is reachable 24/7 by phone and e-mail. We assist not only in commissioning, training and teaching the best maintenance practices of G&Z equipment, but also consulting in the areas of concrete mix design analysis and construction techniques. Our goal is to see your equipment perform above and beyond any specifications or expectations.



PARTS DEPARTMENT:
+1 (209) 924-1236



SERVICE DEPARTMENT:
+1 (209) 599-5604

CANAL LINING EQUIPMENT



Guntert & Zimmerman pioneered the use of mechanized and automated canal construction machinery starting in 1947. Through the years, G&Z's canal machinery has proven itself to be highly durable and reliable. Some G&Z canal equipment built and sold in 1975 is still being used today. These tools have maintained their value and have kept their owners in a competitive bidding position throughout the long life of the equipment. The flexible machine design is intended to allow the machine to be reconfigured for a wide variety of canal sections. They can even be converted for use on highway and airport paving. In regions of the world that rely heavily on irrigation such as the western United States, Spain and South Africa, G&Z equipment has been used to construct more than 80% of the existing concrete lined canals.

EAGLE TRENCHERS



Guntert & Zimmerman is committed to manufacturing high quality bucket wheel trenchers to increase your productivity, lower your operating costs, and insure ease of operation. Eagle Trenchers are an excellent choice for a wide variety of high production trenching applications, such as foundations, utilities, irrigation and fiber optic installations. Eagle Trenchers are built rugged enough for your toughest jobs.

CONVERTIBLE HIGHWAY AND AIRPORT EQUIPMENT



As an alternative to a custom built solution, G&Z's Highway and Airport Concrete Paving Equipment can be converted into canal and reservoir liners with minimal modification. The G&Z TC1500 can also be converted to a cure jumbo for canals and reservoirs.



G&Z CONCRETE SLIPFORM 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.

G&Z equipment designs are based on more 70 years 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.

CONCRETE SLIPFORM PAVERS



S600

Paving Width 8' - 29.5' (2.5 - 9m)



S850 (QB OR SL)

Paving Width 12' - 39' (3.5 - 12m)



S1500

Paving Width 18' - 52' (5.5 - 16m)

CONCRETE SLIPFORM PAVING SUPPORT EQUIPMENT



DBI

Available for All Slipform Paver Models



PS1200

Working Width 18' - 41' (5.5 - 12.5m)



TC1500

Working Width 12' - 56' (3.5 - 17m)