



CONSTRUCTION PROFILES

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GUNTERT & ZIMMERMAN

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CONTRACTOR INSPIRED. **GUNTERT** ENGINEERED.

DEAR CUSTOMERS AND FRIENDS:

Our extremely talented new product development team set out in 2014 to design a best-in-class paver for concrete, roller compacted concrete and various base materials. As part of our new product development process, we went out to the market to discuss their current equipment's features. We discussed what contractors liked and what they thought needed to be changed or addressed in a new machine. Using this information, we decided on several design goals that needed to be achieved while developing our New MP550: Material Placer.

After several months of conceptualizing, designing and manufacturing, we are pleased to introduce G&Z's New MP550 Material Placer which offers the following features:

1. Improved Fuel Economy and Environmentally Compliant Tier 4i Diesel Engine
2. Ease of Maintenance & Lower Operating Expense
3. New Hopper Design With Increased Capacity & Versatility
4. New & Improved Transfer Conveyor / Swing Conveyor
5. Increased Maneuverability with 4 Wheel Drive and High Flotation Tires

In addition to the new MP550 Material Placer, we will be shortly introducing the newest addition to our existing paver line – the G&Z S400 paver. This new paver will be the little brother to our current S600 model. The S400 will be capable of paving widths from 6.5' (2m) to 24' (7.5m) and will weigh approximately 45,000 pounds (2,040kg). Similar to our other paving models, the S400 will be able to excel in many applications including: small city/county roads, highways, airport runways and aprons, shoulder, ramps, barrier and offset pours. It will incorporate similar productivity options (e.g. SmartLeg, AccuSteer, TeleEnds) as well accept several other attachments (e.g. side tie inserter, final finisher) currently offered on our other paver models.

Being the smallest paver of the G&Z line, the S400 will be priced to meet tight budgets while also offering the quality and patented productivity features that the concrete market has come to expect from G&Z concrete paving equipment.

We look forward to seeing you this paving season, and we hope to have an opportunity to introduce you to our new innovative products.

Best Regards,



RON MESKIS
President

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STRINGLESS IN CHICAGO HIGH PRODUCTION PAVING AT O'HARE AIRPORT

The Chicago Department of Aviation is managing one of the largest construction projects in the country at O'Hare, one of the world's busiest airports. The O'Hare Modernization Program (OMP) promises to upgrade the airport's outdated runway system into modern parallel runways to reduce flight delays in all weather conditions.

When the project is complete, O'Hare will have eight runways, including six east-west parallel runways and two crosswinds runways. A triverture of Turner Construction Co., Acura, Inc. and Lindahl Brothers, Inc. is completing runway and taxiways work, a south air traffic control tower and several other enabling projects. The bulk of the concrete paving is being completed by Acura.

Acura is no stranger to concrete flatwork, but this is the contractor's first endeavor at airport paving. The specifications are tighter and the concrete mix is more challenging than what the crews are

accustomed. Additionally, this is a dowel bar inserter and stringless paving job, both firsts for the Bensenville, Ill. company.

With more than 20 years of construction experience, Acura President, Nico DiGioia, is confident. "We have an experienced crew and a quality machine in the S850 paver with CDBI," he says. "The airport paving specifications are tough, but it's wide-open paving, so it's a good job to test Guntert & Zimmerman's dowel bar inserter and stringless paving technology."

TOP DBI PERFORMANCE

It takes a special type of contractor to test a new-to-them technology on an airport project with very strict FAA specifications. Crews must meet 0.1-in (2.54-mm) line precision tolerance and 0.05-in (1.27-mm) grade tolerance from theoretical zero.

G&Z's Compact Dowel Bar Inserter (CDBI) is a time-saver. The inserter eliminates the time and expense of placing dowel baskets in front of the paver. It quickly mounts to the rear of the paver and accurately inserts the epoxy-coated dowel bars along the transverse contraction joint.

Dowel bars are inserted at 18-in (457.2-mm) centers every 20-ft (6.1-m) of paving. "The dowels have to be precisely inserted into the concrete vertically and horizontally," comments Lopez. "This offers significant savings, not only in time but also materials."

"We are the first in Illinois to use stringless paving and the dowel bar inserter at the same time successfully on the first try, and all that on a high profile airport paving project having exacting standards," mentions Lopez. "We have inserted about 40,000 dowels using the CDBI and started at 97% passing the first couple of pours. After that, we have been nearly 100%, even with the very strict specifications and acceptance criteria. By paying attention to detail and being innovative, we are maintaining quality, while delivering the final product in a timely fashion."

NO STRINGLINE

Acura equipped its G&Z PS1200 placer spreader and S850 slipform paver with G&Z's NoLine Stringless Paving Preparation Kit. The system uses a third-party GPS system for grade and elevation control. "It directly connects into the paving equipment's controls, and the kit provides telescopic mounts for two total station prisms," explains Ron Meskis, president of Guntert & Zimmerman.



DiGioia mentions, "The accuracy of G&Z's hydraulic system and compatibility with the Total Station System is delivering some phenomenal results for grade and line control." The S850 paver is averaging 0.005-in (0.127-mm) deviation from theoretical zero for line and grade.

This is good, since out-of-spec panels must be removed and replaced. "Each 19- by 20-ft (5.8- by 6.1-m) segment is shot at all four corners to make sure they are within spec," mentions Carlos Lopez, project manager for Acura. "If not, we have to remove and replace," which can add to the expense.

HIGH PRODUCTION

Stringless paving is increasing paving production. "Stringless technology saves the contractor time and money on surveying, stake driving and string setup," advises John Eisenhour, sales manager for Guntert & Zimmerman. "It allows Acura to be more efficient and save precious time on the job."

Paving began in July 2014, and Acura must complete 70% of paving by May 2015 to meet the contract's end-date of October 2015. The runway and parallel high-speed taxiway are each 7,500-ft (2,286-m) long, while the four taxiways connecting these two parallel structures measure 500-ft (152-m) long. This is the equivalent of more than 3.2 mi (5.1 km) of paving. Acura's target is to have 100% of the paving complete by the May 2015 milestone.

The special FAA P-501 spec concrete is produced by a 600-yd³/hr (459-m³/hr) double drum concrete plant, located at a far edge of the project site. Even though it's a short route for the 15 haul trucks, the mix is still a challenge. "The P-501 spec concrete with Type F fly ash loses 1% air per minute for the first 30 minutes, and it loses 0.5-in (12.7-mm) slump every 15 minutes for the first 45 minutes," says Lopez.

Acura must meet a 0.5- to 1.5-in (12.7- to 38.1-mm) slump with this design and achieve the 5-7% air void content. "We start with a higher air content at the plant and pave the concrete at the lower end of the slump limit, around 0.5- to 0.75-in (12.7- to 19.1-mm)," explains DiGioia. Lopez adds, "The paver is heavy duty and powerful, which allows us to pave at the low end of the slump at the specified 17-in (431.8-mm) depth."

Trucks discharge concrete onto the 64-in (1,625-mm) wide, roll-in/roll-out conveyor of the PS1200. The placer spreader offers heavy duty tractor frame construction and 7-ft (2.1-m) telescoping ability, so crews can quickly adjust to the job's 18- to 20-ft



John Eisenhour, G&Z National Sales Manager, speaking with Jerry Voigt, ACPA President & CEO, during an ACPA site visit.

(5.5- to 6.1-m) paving widths. Its rapid belt relocation system for the conveyor allows concrete to be loaded from either the left or right side of the machine.

Following closely behind the placer spreader, the G&Z S850 provides final form and consolidation to the concrete. Acura equipped its paver with G&Z's patented TeleEnds Telescopic Paving Kit End Sections to help shorten the time to make paving width adjustments, so crews could meet the 8,000 yd³ (6,116 m³) per-week placement goal during peak paving season. These hydraulically adjustable segments give Acura's crews a total of 6-ft (1.8-m) quick-width-change capabilities. "Our TeleEnds sections were designed for fast width changes while maintaining slab quality, critical on airport applications," says Meskis.

TeleEnds allow workers to make width changes without a crane, using only 1-2 people. Spacers – in 3- to 12-in (26.2- to 304.8-mm) segments with "shim spacers" for smaller width adjustments – come

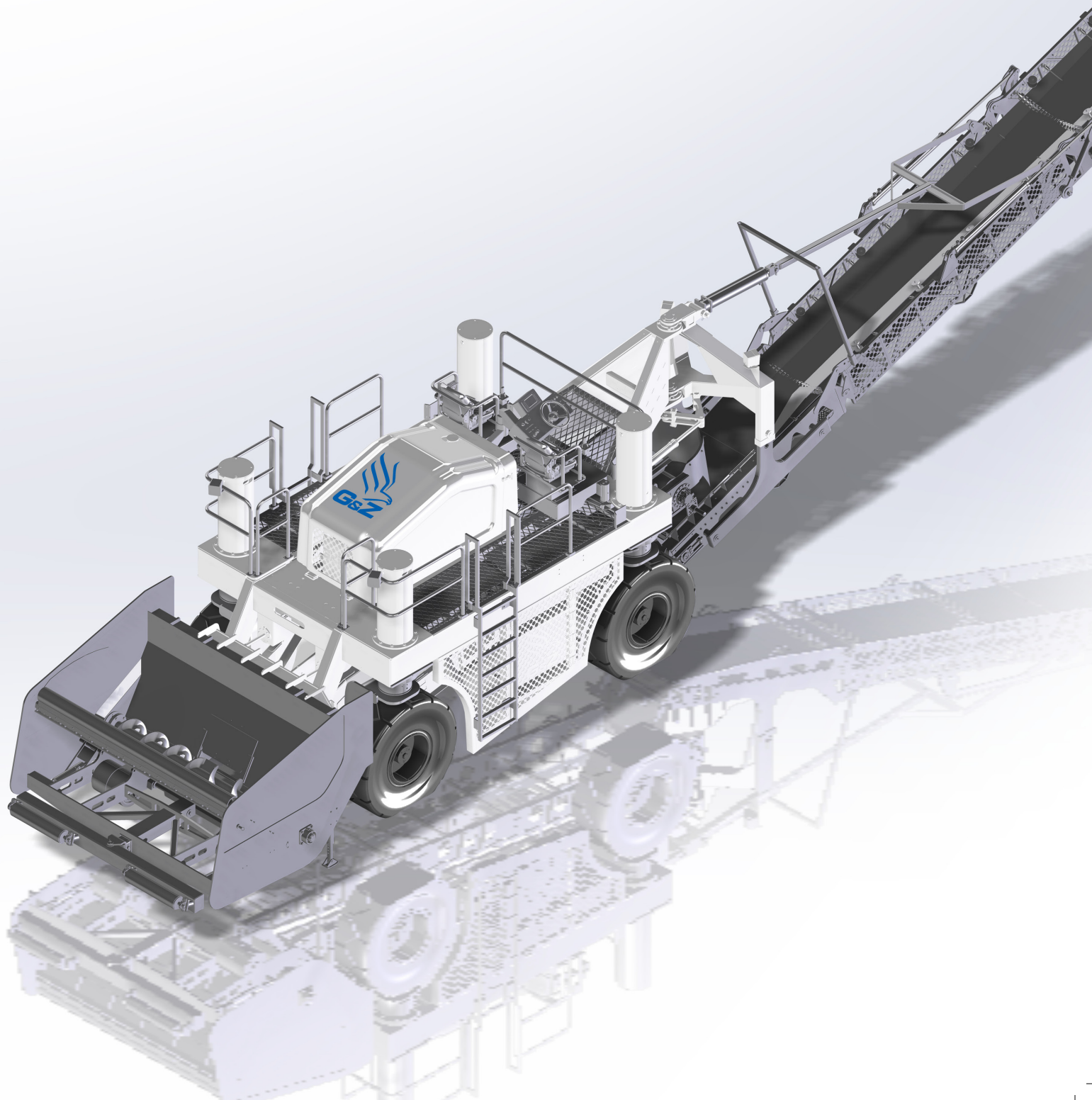
in front, bottom (pan) and back sections, so one person can easily install them. "We are frequently changing from 18.5- to 19- to 18.75- to 20-ft (5.6- to 5.8- to 5.7- to 6.1-m) widths," says Lopez. "It takes us about a half-day to make a width change, so it is definitely a time-saver."

Beyond saving time and providing accuracy while surveying, stringless paving with the S850 saves time and increases production while paving. "We don't have the string on either side of the paver to impede the paving process," comments Lopez. "It makes it much easier and faster for concrete trucks to deliver their loads."

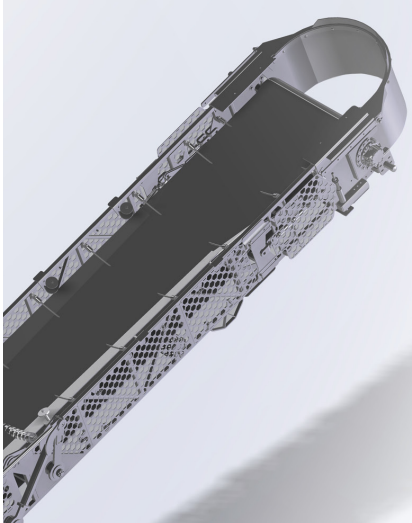
With efficiencies gained through the use of the latest stringless and dowel bar inserter technologies available, Acura is on its way to beating the May 2015 milestone. By the contract's October end-date, the contractor will have paved 150,000 yd³ (114,683 m³) of concrete, while achieving quality results.

NEW PRODUCT: MP550

MATERIAL PLACER



MACHINE SPECIFICATIONS



Receiving Hopper	5.5 cyd (4.2m ³) Powerful Variable Speed 14" (355mm) Auger 23" (584mm) High Front Lip with Hydraulic Flop Gate
Conveyors	Swing Conveyor: 36" (914mm) Wide x 35' (10.66m) Long 170° of Swing Capability Transfer Conveyor: 36" (914mm) Wide x XX' (XX.XXm) Long Variable Speed 0 - 600fpm
Propel System	4 Wheel Drive - High Flotation Rubber Tires 5 Steering Modes - Coordinated, Crab, Front, Rear and Optional Automatic 0 - 9 mph (0 - 14.5km/h) 12' (3.66m) Steering Radius*
Elevation Control	Standard: Hydraulic Hopper Height Adjustment Optional: 4 Jacking Columns with 27" (685mm) Hydraulic Height Adjustment
Machine Weight	Approx. 45,000lbs (20,412kg)**
Engine Power	260 HP (193 kW) 6 Cycle Tier 4i Diesel Engine with ECO Throttle

* To Centerline of Inside Tires
**Dry Weight with no options
Patents Pending
International Patents Pending

VERSATILE

The MP550 is the most versatile material placer on the market. It is capable of handling a wide variety of concrete slumps as well as dry materials. The MP550 features four wheels with high flotation tires. It is four-wheel drive with dual axle steering with only a 12' (3.66M) inside turning radius. This offers greater ease of movement in and around the jobsite. Its receiving hopper design has been carefully crafted featuring a hydraulically adjustable flop gate with a front lip that is only 23" (584mm) off the ground. The hopper is designed to accept the widest range of trucks. The MP550's 35' (10.7m) long Swing Conveyor, which can pivot 170 degrees, is designed with a hinge point near the tail pulley for ease of clearing concrete barrier walls and other jobsite obstructions while minimizing the material discharge height.

HIGH PRODUCTION

The MP550 is capable of the highest concrete spreading production on the market. Its industry leading hopper size can hold approx. 5.5 cyd (4.2 m³) not including the material held on the belt. The hopper's unique front "flop gate" is actuated hydraulically to seal against the dump truck during dumping to minimize spillage and to feed the material to the auger. The hopper is also available with hydraulically adjustable front pusher rollers with up to 12" (30cm) of adjustment in and out. The high capacity Transfer and Swing Conveyors are capable of handling the largest loads without stall or slippage. The conveyors are equipped with rugged shaft-mounted drive motors that offer ample torque for high production placing.

EASY TO MAINTAIN

The MP550 is designed to be the easiest placer on the market to clean and maintain. G&Z put heavy emphasis on making the conveyors and their components readily accessible and easy to clean and maintain to keep operating costs low. The hopper has been designed with a quick-release mechanism to allow the carrier to safely walk away from the hopper for ease of access, cleaning, loading or switching to other attachments. The carrier side access panels safely guard the transfer conveyor during operation and provide access during daily cleaning. The tail end of the transfer conveyor can quickly be lowered (or even disconnected) hydraulically from the bottom of the hopper for cleaning and maintenance. Each conveyor has also been meticulously designed to allow the continuous belts to be easily replaced.

LOWEST OPERATING COST

The MP550 is outfitted with a 6 cylinder Tier 4i diesel engine with a simple design solution for upgrade to Tier 4 final. The Tier 4i engine features low fuel consumption and does not have a particulate trap like other Tier 4 engines. It also features extended service intervals. The "Eco-Mode" feature on the MP550 reduces fuel consumption by up to 35%. The tire over track design choice dramatically reduces maintenance and cost. Because the two conveyors are accessible and easy to clean, the high operating costs associated with concrete belts is dramatically reduced. The MP550 is also designed to be quick and easy to transport. The swing conveyor hydraulically folds up for transport and high speed travel.



JOHN EISENHOUR HARTMANN-HIRSCHMAN-EGAN AWARD RECIPIENT

The 2014 Hartmann-Hirschman-Egan Award officially recognizes John Eisenhour, G&Z National Sales Manager, for more than 50 years of dedication and commitment to the art and science of concrete pavement construction. ACPA further recognized him for earning the praise and respect of the concrete pavement industry and agencies/owners through his vast knowledge and demonstrated expertise as both a contractor and an equipment expert. He also is recognized for a superb leadership record; skillful advocacy and networking abilities; peerless mentoring; and unswerving support of the concrete pavement industry and the American Concrete Pavement Association.

Eisenhour is the 46th recipient of the Hartmann-Hirschman-Egan Award since its inception in 1968. In receiving the award, he joins an elite group of individuals, companies and agency/owners recognized for their unparalleled contributions.

Paying tribute to Eisenhour during the awards program were Ron Guntert, Owner and CEO of Guntert & Zimmerman; Ron Meskis, President of Guntert & Zimmerman; Erik M. Jensen, CEO of Castle Rock Construction Co. of Colorado LLC, Centennial, Colo.; and Gary Fick, P.E., Vice President of Trinity Construction Management Services, Inc., Edmond, Okla.

Each of Eisenhour's colleagues and friends recalled heartwarming experience and humorous anecdotes that represent ways he has been a consummate professional, mentor, colleague, friend, and family man.

ABOUT JOHN EISENHOUR

Eisenhour is the second oldest living and still-active past chairman of the ACPA Board of Directors, a position he held with distinction in

1974. During his five decades of service in the concrete pavement industry, he has devoted countless hours supporting ACPA and other concrete associations. His advice and counsel to the association are highly valued by its leadership and staff.

Eisenhour is well known for his ability to connect people with companies. He has an impeccable knowledge of equipment, so much so that some consider him a one man database of trimmers, pavers, placers, batch plants, and other equipment used by contractors across the nation. With a firm grasp on the make, model, year of purchased, and even provenance of the equipment, he is a valued asset for contractors looking for used pieces of equipment or operating equipment.

The importance Eisenhour places on family and country is unshakable. His patriotism and attention to the extended family of his contractor friends is noteworthy and a reflection of his personal values, as well as the value he places on family, friends and colleagues.

Eisenhour received both a Bachelor of Science and a Masters in Business Administration degrees from the University of Michigan. He worked for Eisenhour Construction from 1964-1983, where he ascended to company President.

After the sale of the company in 1983, Eisenhour remained for five years to see the transition through to what is today Interstate Highway Construction, Inc. He worked for CMI from 1987 to 1991, working in paving equipment sales selling roto-mills, stabilizers, fine grading equipment, and other equipment. He also worked for McCarthy Improvement Company and C.J. Langenfelder & Son, Inc., holding the position of Vice President in both companies. He then returned to CMI as Regional Sales Manager from 1997-2008, before joining Guntert & Zimmerman in 2008.

Eisenhour Construction joined ACPA upon the Association's formation in 1964. Eisenhour was involved heavily in early promotion activities. Eisenhour Construction earned membership in the ACPA Mile-a-Day Club in 1969.

He has been the recipient of several awards and recognitions, including ACPA's first Outstanding Equipment Supplier in 2007, as well as the AGC-Build America Award in 1997.

In 1971, John helped to innovate paving promotion, serving as co-captain of the Pave-In Team, supplying a central mix plant & new CMI Auto-Blade Finegrader to the effort. The Pave-in-Team won what was then known as the Harold W. Hartman Award for construction of a mile of concrete road presented to Kankakee County, Ill., free of charge. The project employed ACPA design and specifications to illustrate cost saving ideas for upgrading low traffic roads with concrete pavement.

Following his term as ACPA Chairman, Eisenhour served two terms as Chairman of the National Construction Industry Council. He was

both a founding member and ACPA's representative to the council. He was a co-founder of the Michigan Concrete Paving Association in 1972. He has served on the National Concrete Pavement Technology Center (CP Tech Center) Advisory Board and has been a presenter for FHWA regional meetings and local industry seminars. He also has been a board member of The Road Information Program (TRIP) since 1974.

Eisenhour has presented testimony numerous times to U.S. House of Representatives and Senate committees of jurisdiction, discussing topics such as the Davis-Bacon Act, minority business, and highway bill reauthorization.

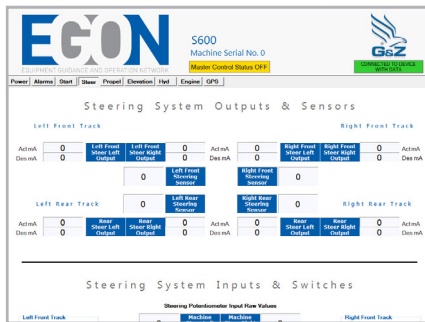
A WORD FROM G&Z

As a company, G&Z is proud to employ such an esteemed member of our industry. The sales and marketing staff is honored to work alongside John to serve the industry with not just great equipment but industry knowledge that is unmatched. John's personal interest in the people of our industry has greatly affected the way G&Z sees our customers. His leadership, knowledge and example has truly made us all better. G&Z would like to say, "Thank you, John, for all of your years of industry service and all that you have done to make G&Z the best in concrete paving."



TECHNOLOGY: EGON

PAVER OPERATIONS & REMOTE DIAGNOSTICS



EGON INTELLIMATICS™

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.



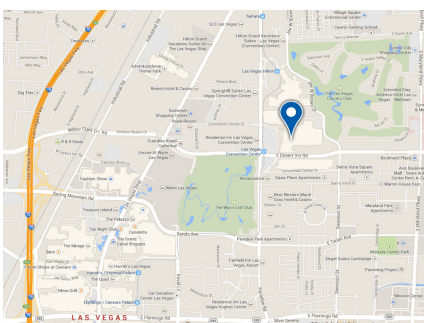
ONBOARD OPERATOR INTERFACE

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.

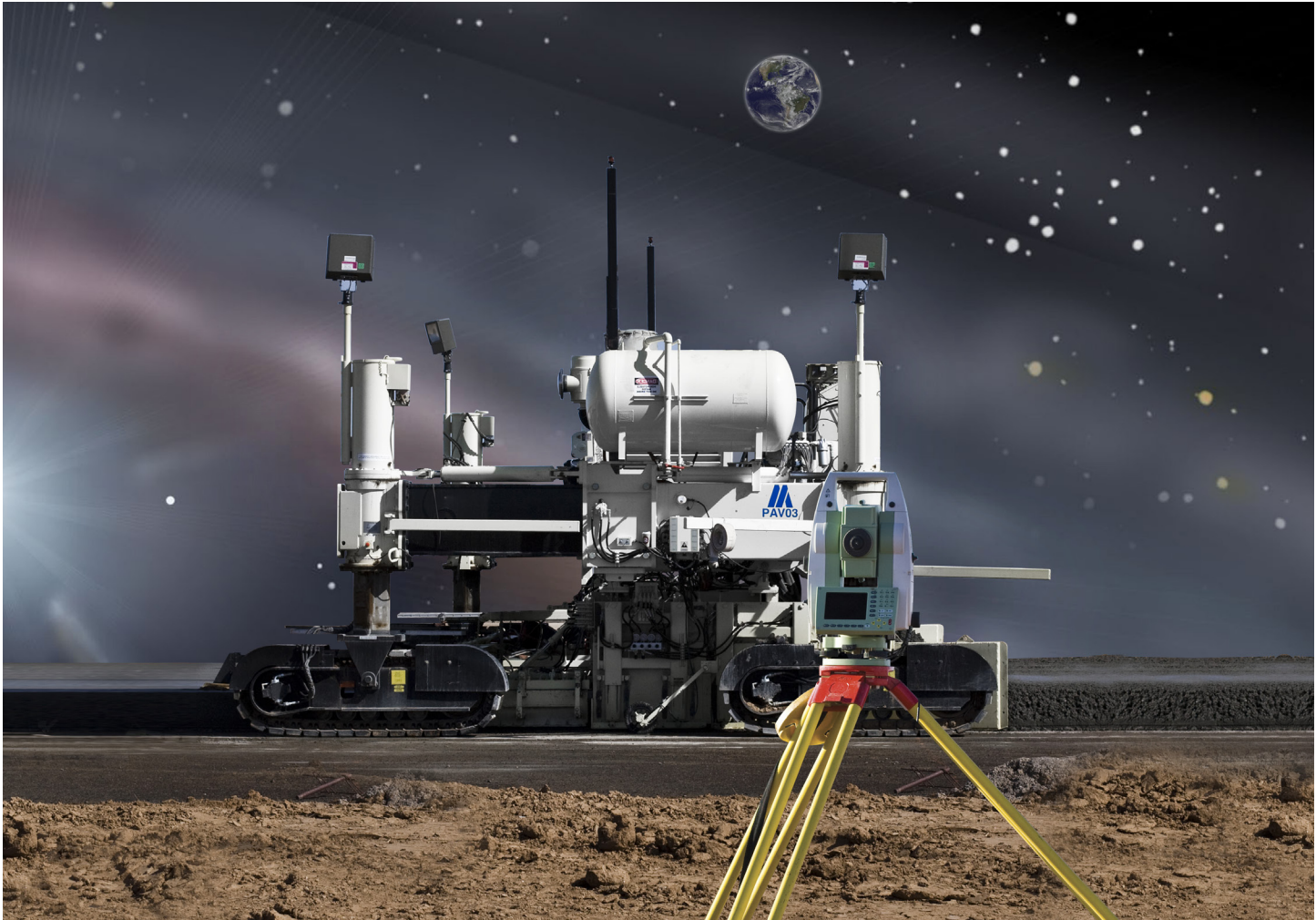


EGON ASSET MANAGEMENT

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.

TECHNOLOGY: 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.

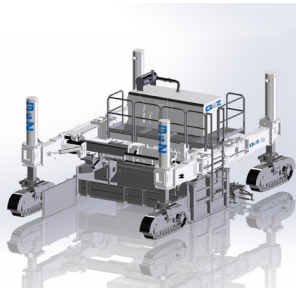
NoLine: Stringless Preparation Package can be included as an option on all G&Z Pavers and Support Equipment. NoLine is comprised of a software upgrade and a hardware kit. The NoLine Software Upgrade integrates the use of third party stringless technology directly into the machine's CANbus network. The 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.



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CONCRETE SLIPFORM PAVERS



S400

6.5' - 24.5' (2 - 7.5m)



S600

8' - 31' (2.5 - 9.5m)



S850 (QB OR SL)

12' - 39' (3.5 - 12m)



S1500

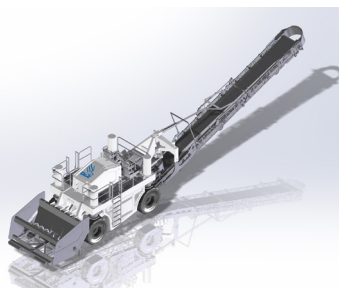
18' - 52' (5.5 - 16m)

CONCRETE SLIPFORM PAVING SUPPORT EQUIPMENT



CBDI

Available for All Paver Models



MP550

Material Placer



PS1200

18' - 41' (5.5 - 12.5m)



TC1500

12' - 56' (3.5 - 17m)