



construction profiles

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GUNTERT & ZIMMERMAN

WINTER 2018 / WORLD OF CONCRETE 2019



DEAR CUSTOMERS AND FRIENDS:

Welcome to the Fall 2018 / Winter 2019 edition of G&Z Construction Profiles Magazine. It has been a very exciting and challenging year at G&Z. In 2018, we introduced one completely new trencher model and updated many of our products. In some cases, we completely redesigned products to accommodate new low emissions diesel engines. It has also been a record year for G&Z as far as number of units shipped.

A large part of the redesign effort is a result of G&Z being “flexed out” and no longer able to offer our North American and European customers U.S. EPA Tier 3 / EU Stage IIIA diesel engines. The Tier 3 / Stage IIIA engine was first introduced into G&Z products in 2006. These engines have been replaced with Tier 4f (Euro Stage IV) engines with exhaust after treatment to remove NOx and particulate. These after treatment modules take up significant space which is why many of our power unit modules had to be redesigned. In addition, G&Z has been updating components that have become obsolete, as well as continuing to lead the way in making our equipment smarter and easier to troubleshoot remotely. G&Z was the first to introduce Telematics on concrete paving equipment starting in 2016 and is a standard on our entire product line.

It has also been an extremely challenging year due to production delays caused by our suppliers getting busy, which resulted in lead times going out. In addition, we were not able to hire as many new team members as we wanted. Many of our suppliers suffered with these same problems. Despite this, G&Z accomplished a lot this year including increasing our manufacturing capacity, updating our equipment to meet the most stringent air quality standards, and being able to offer our customers equipment solutions that are more productive and fit into the tightest jobsite spaces. We thank you for your patience, understanding, and for working with us this year.

Some of the projects finished this year are as follows:



- The design and manufacture of the new Eagle 9700 wheel trencher with 275 HP (205 kW) CAT Tier 4f engine for digging drainage trenches up to 9' (2.74m) deep and up to 24" to 30" (610 to 915mm) wide in both sandy soil and wet clay soils while simultaneously laying up to 15" (381 mm) dia. drainage pipe.



- The Eagle 5500 wheel trencher redesign with a new 115 HP (87 kW) CAT Tier 4f engine and redesigned direct wheel drive, for trenches up to 5' (1500mm) deep and from 12" to 24" (305 to 610mm) wide for house foundations and drainage applications. We also introduced a remote console and operator cabin option.

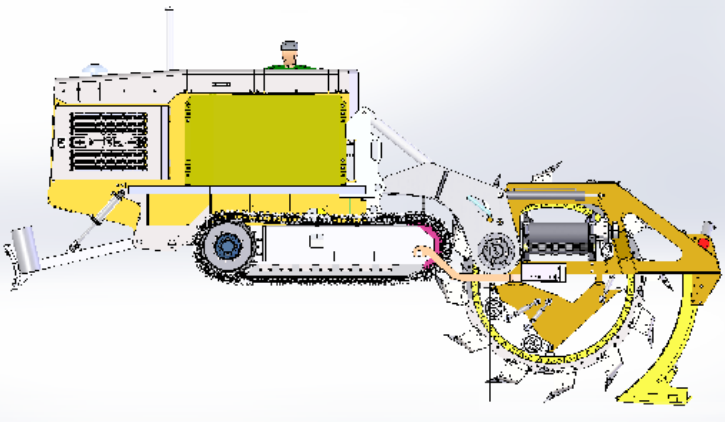


- The S850 power unit redesign with a new 350 HP (260 kW) CAT Tier 4f engine. This same PU design will be used on the S1500 Paver but with a larger 400 HP (298 kw) engine. We also perfected our Compact Dowel Bar Inserter design for the S850SL Paver. G&Z will offer both a “Compact” and “Narrow Profile” version of the DBI where in some cases, only 12" (30 cm) of track line is required.

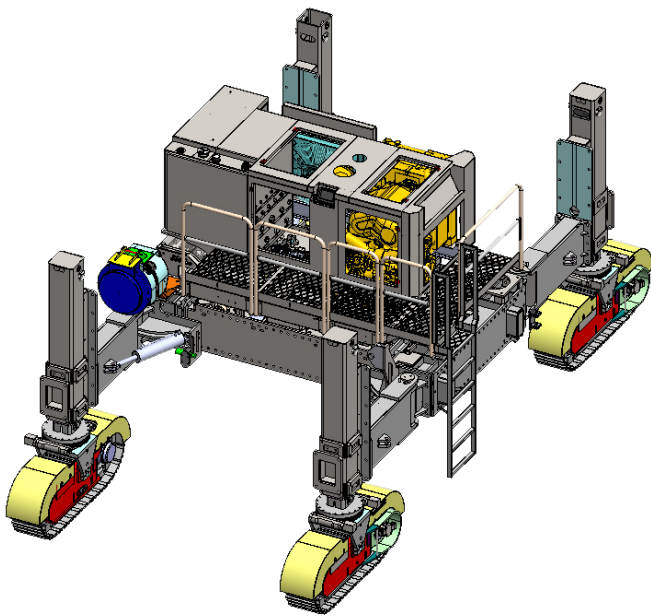


- The TC1500 Texture Cure machine with a new 74 HP (55 kw) CAT Tier 4f engine power unit.

Some of the other projects started in 2018 that will be completed in early 2019 are as follows:



- The re-design of the Eagle 4500 wheel trencher with a new 115 HP (87 kW) CAT Tier 4f engine and redesigned direct wheel drive, for trenches up to 4' (1200mm) deep and from 12" to 24" (305 to 610mm) wide for house foundations and drainage applications.



- The re-design of the S600 power unit with a new 275 HP (205 kW) or 300 HP (223 kW) CAT Tier 4f diesel engine, better access to pumps, filters, engine and relocation of the fuel tank. This same power unit will be used on the PS1200 Placer Spreader. We will also complete our Compact Dowel Bar Inserter design for the S400 and S600 Paver. G&Z S400 and S600 will be offered with both a "Compact" and "Narrow Profile" version of the DBI where in some cases, only 12" (30 cm) of track line is required.

- The MP550 Material Placer power unit redesign with a new 275 HP (205 kW) CAT Tier 4f diesel engine.



In the following pages, you will see how G&Z continues to lead the industry in innovative new ideas. We look forward to visiting with you in the coming weeks and months to show you the new improvements and innovation we have incorporated into our full range of concrete paving and trenching products. From all of us here at G&Z, we hope you enjoy this new edition of our magazine and wish you a successful 2019!.



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MP550

Material Placer

Receiving Hopper

- Standard Hopper - approx 2 yd³ (1.5 m³) capacity. 33" (838 mm) high front lip¹
- Optional High Production Hopper - approx. 5 yd³ (3.8 m³) capacity. 23" (584 mm) high front lip with hydraulic hinge up flop gate with shuttle plate (patent pending).

Hopper Auger

Powerful variable speed 14" (355 mm) dia. auger

Conveyors

Swing Conveyor: 36" (914 mm) Wide x 35' (10.66 m) Long- 170° Swing Arc
Transfer Conveyor: 36" (914 mm) Wide x 23' (7 m) Long
Variable Speed: 0 - 600 fpm (0 - 183 mpm)

Propulsion System

4 Wheel Drive - High Flotation Rubber Tires, both front & rear wheel steer
Working Speed: variable approx. 0 - 120 fpm (0 - 36.5 mpm)
Walking Speed: variable approx. 0 - 7 mph (0 - 11.2 km/hr)

Elevation Control

Standard: 14" (355 mm) Hydraulic Hopper Height Adjustment
Optional: 4 Jacking Columns with 27" (685 mm) Hydraulic Height Adjustment

Machine Weight²

Standard: Approx. 45,000 lbs (20,547 kg)
Optional: Approx. 55,000 lbs (25,113 kg) with optional jacking columns and HP hopper

Engine Power

275 HP (205 kW) 6 Cycle Tier 4f Diesel Engine

¹ The transfer and swing belts increase the on-board holding capacity by approx. 3.75 yd³ (2.86 m³)

² Dry Weight

US and International Patents Pending



VERSATILE



All Wheel Drive Propulsion System
Independent Front and Rear Wheel
Steering

HIGH PRODUCTION



Wireless Belly Pack Controls



Hinging Swing Conveyor. 35'
(10.7 m) Long
170 Degree Swing Arc



High Production Hopper Available



High Capacity Conveyors and
Auger



Hinge Up Flop Gate with Shuttle
Plate (patent pending)

EASY MAINTENANCE / LOW OPERATING EXPENSE



Quick Release Hopper



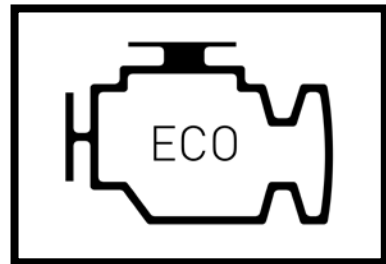
Swing Open Side Panels for
Cleaning Access



Easy To Change Endless Belts



CAT Tier 4f Engine



ECO-Mode



Jacking Columns and Hydraulic
Lowering of Transfer Belt

TWO STORIED COMPANIES
ONE SHARED VISION



WWW.GUNTERTMILLER.COM



PAVING IN THE SOUTHWEST REGION

KIEWIT DEPLOYS NEW G&Z S850SL WITH CDBI

The Kiewit Corporation is all about construction-driven engineering. Established in 1884, Kiewit is one of North America's largest and most respected construction and engineering organizations. G&Z has partnered with Kiewit since July of 2010, when Kiewit Construction and Zachry, as Northgate Constructors, purchased a S600, a S850QB (QUADRA) and two TC (Texture Cure) machines for a project called the DFW Connector Project. The job involved redoing the highways around the Dallas/Fort Worth International Airport.

PROJECT NEON - LAS VEGAS, NEVADA

Today, Kiewit is using G&Z's S850SL (Swing Leg) concrete slipform paver equipped with G&Z's Compact Dowel Bar Inserter (CDBI) in Las Vegas, Nevada on their high profile Project Neon. It is the first time G&Z has supplied their CDBI on a S850SL paver. The advantage the S850SL with CDBI provides Kiewit is that the CDBI can be quickly removed (under 3 hrs) from the paver.

Project Neon widens 3.7 miles (6.2 km) of Interstate 15 between Sahara Avenue and the "Spaghetti Bowl" interchange in downtown Las Vegas. Project Neon was the largest public work project that NDOT (Nevada Department of Transportation) has ever awarded, and is the busiest stretch

of highway in Nevada with over 300,000 vehicles daily.

Project Neon was awarded to Kiewit in November 2015 with design work immediately following. Construction began in mid-2016. There were approximately 100 staff, 300 craft, and 50 subcontractors on the project at the peak of construction.

"Project Neon was very successful for both NDOT and Kiewit," Chris Miske, Structures Manager for Project Neon, said. "The biggest driver to the success of the project was clearly aligned goals between Kiewit and NDOT with the common interest of the project in mind at all times."

The scheduled substantial completion date for the project is July 2019.





KRAMER JUNCTION PROJECT - KRAMER JUNCTION, CALIFORNIA

Kiewit is using its second G&Z's S850SL paver with CDBI in Southern California on the Kramer Junction project. The Kramer Junction project broke ground in January 2018 and is scheduled to finish in the Spring of 2020. This is one of

the largest paving jobs, if not the largest, that both Caltrans and Kiewit are working at this time.

The Kramer Junction Project is a total of 14 miles (23 km) long with 2 lanes in each direction, east and west, on California State Route 58. The lanes consist of 6 inches of lean concrete base (LCB) with 13 ¾" (349 mm) of jointed plain concrete pavement (JPCP).





“This was a new machine when we got it,” Mike Mitchell, Paving Superintendent at Kiewit, said. “Guntert has worked with us very well, they’ve been there the whole time with support. That means a lot to us, obviously.”



There are a few aspects about The Kramer Junction and Project Neon that distinguishes them from other projects. First, these are the first two projects that used a Compact Dowel Bar Inserter (CDBI) on a S850SL paver. Second, these are the first Tier 4f S850SL paver that G&Z has built. “The CDBI with the S850 with Swing Legs is the way to go,” said Marco Cantu, Service Manager for G&Z. “Unless there are very narrow trackline issues.”

The S850SL with CDBI can be used with the inside of the crawler track grouser as close as 6” (152 mm) from edge of concrete pavement. The standard grouser width on the S850SL is 16” (406 mm). Thus, a trackline as narrow as 24” (600 mm) can be used. The S850SL with CDBI can also be converted to a “narrow profile” version with the addition of rear bolster extensions and some other conversion parts.

The “narrow profile” version of the S850SL and DBI can be used on companion trackline next to temporary barrier walls as narrow as 12” (305 mm).

The mid-size S850SL is ideal up to 41 ft (12.5 m) wide for highway and airport paving, yet agile enough for lane additions, city streets, secondary roads and ramp paving. The S850SL has been engineered to make contractors more productive. Its time saving features and options significantly reduce the time required for width changes, loading and repositioning swing legs—**to provide the contractor with more available paving hours in a season.**



The G&Z TC1500 is the most technologically advanced texture cure machine available in the concrete paving market today. The features contributing to this best-in-class distinction include: low emissions CAT Tier 4f engine, 90 degree steering, and unique, rigid lattice-work frame design. It is carefully engineered for accurate steering, ease of width change and end truck relocation, while maintaining the lowest ground pressure in its class.



PAVING NORTH OF THE BORDER

BAYVIEW S850QB IN WINNIPEG, MANITOBA, CANADA

Nestled in the windy plains southwest of Manitoba's capital, Winnipeg, Bayview Construction is an Oak Bluff company that prides themselves on the solutions they provide. They are driven by innovation and operational excellence combined with a commitment to quality, safety,



and environmental responsibility. Founded in 1992, Bayview has grown to meet the changing needs and opportunities in Manitoba's heavy construction industry. On any given day, they can be slipforming concrete roads, plowing and sanding streets and parking lots, or developing vacant land for new communities.

Bayview Construction has built their reputation completing infrastructure jobs per specification and on time. This is especially difficult in Manitoba because of the short paving seasons dictated by harsh weather. As a result, they continue to be a leader in the Manitoban market and have become the go-to contractor. Bayview Construction continues to tackle city projects, but they have their eyes set on bigger mainline and airport projects. To achieve their goals, G&Z and Bayview Construction partnered to develop a mainline concrete paving solution that would set them apart from the competition.

In mid-2018, Bayview Construction took delivery of their



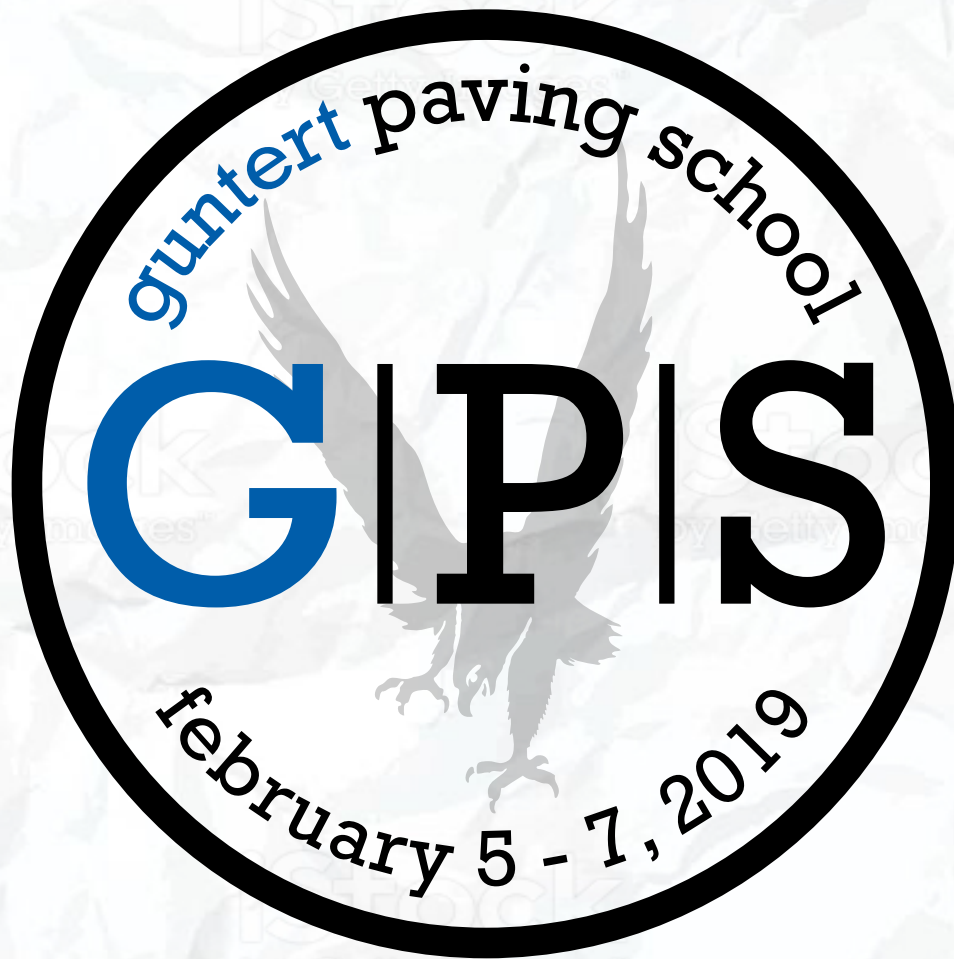
S850 QUADRA concrete paver. It was immediately put to work to on a \$4.5 million reconstruction project of McGregor Street, from Mountain Avenue to Selkirk Avenue in Winnipeg, Manitoba. The concrete paving spanned 860 m long at 14.4m wide in each direction. The 230 mm thick plain dowelled concrete was constructed in 4 passes at 7.2m wide on top of a highly flexible silt subgrade. Bayview also utilized a center tie bar inserter for the longitudinal joints.

During the construction, Bayview had to maintain one-way traffic Southbound for the duration of the project as well as two major intersections. The Northbound lanes started

with a direct tie-in to Mountain Avenue as well as Selkirk Avenue. As a result, they had to pave adjacent to live traffic. Additionally, all instances of paving had to deal with narrow right of way which meant contending with obstacles such as signals, junction boxes, manholes, and catchbasins.

With the Canadian federal government committed to increase infrastructure spending, Bayview Construction is gearing up for a busy 2019. The backlog for 2019 is filled with a variety of public works projects where they will utilize the G&Z S850 QUADRA paver.





Save the Date!

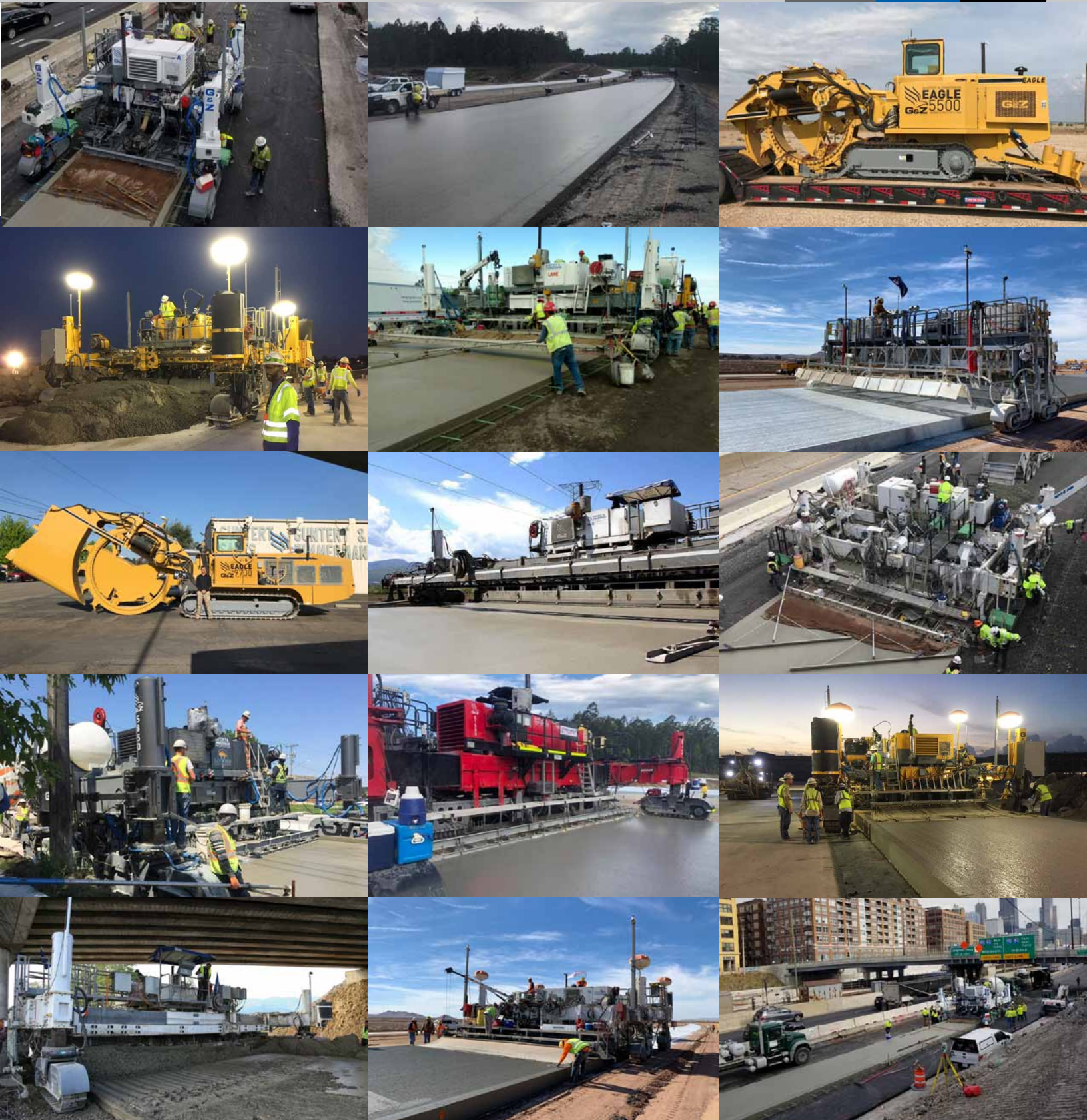
Week of February 4, 2019

www.pavingschool.com



2018 IN REVIEW...

THANK YOU TO THE G&Z FAITHFUL





50' (15M) WIDE PAVING: NOTHING NEW FOR G&Z

METROSTAV PAVES IN CZECH REPUBLIC

Metrostav is known as the largest construction company in Czech Republic. They were recently featured in the Spring 2018 edition of the G&Z Construction Profiles magazine for the excellent paving work they did on the Czech Republic's D1 concrete motorway, using the G&Z S1500 Paver at 11.5m wide. The D1 motorway has become the normal transit route linking North Western European countries to Greece and Turkey. The G&Z S1500 Paver was selected as the "finisher" in a paving train of machines doing two lift construction, which is used on all new concrete motorways in the Czech Republic. Metrostav has a reputation for



putting down some of the smoothest concrete pavements in the Czech Republic and in the EU. Metrostav owns two G&Z S1500 pavers; one purchased in 2010 and the other purchased in 2016.

G&Z's Multi-Lane S1500 Paver is designed for paving widths out to nom. 52.5' (16m)**. The S1500 features a robust, double telescopic tractor frame with the largest telescopic range in the industry, from 18' to 42' (5.5m to 12.8m). The S1500 power unit features the latest, low emissions, fuel efficient CAT Tier 4f 350 hp (261 kW) or optional CAT Tier 4f 400 HP (300 kW) engine, complete with the latest in noise and heat suppression technologies, state-of-the-art electronic and hydraulic components, as well as G&Z's exclusive EGON control software.

Typical concrete paving width in the Czech Republic are between 11.5m and 15.25m. In the summer of 2018, Metrostav started a 30,250 m² airport paving contract for a 150m wide concrete taxiway. The taxiway was paved in three passes of 15m at a thickness of 320 mm. Construction commenced June 11, 2018 and was successfully finished on September 30, 2018. This project was the first 15m wide pavement to be paved with Metrostav's G&Z S1500... **but not our first!**

**Wider paving widths possible. Consult with G&Z Factory.



G&Z PIONEERS 50 FT WIDE PAVING IN 1972

G&Z pioneered wide width paving starting back in the mid-1960s. A G&Z paver was the first to slipform a highway at 36' and 48' (11 and 14.6 m) in California during the mid-1960s. In 1972, G&Z supplied the first pavers in the world to slipform concrete pavement at 50 ft. (15 m) wide at a thickness of 21 in. (50 cm) at the Dallas-Ft. Worth Airport (Texas, U.S.A.). This award-winning project was built by the

joint venture of the H.B. Zachry Company and South Prairie (Peter Kiewit). The runway slab cross-section included dowels and reinforcing mats, and was built using two lift construction and included two paving machines. The rear machine was equipped with a special sidefeeder. Concrete was produced and delivered to the paving spread at rates of up to 1,200 cyd/hr (923m³/hr). Since 1972, G&Z has supplied several S1500 pavers that have paved at widths of 50' (15m) and over.





GREETINGS FROM MILLER FORMLESS!

Since we took over the reins from Chuck Miller three years ago, we've met an incredible number of people and have seen the introduction of Miller Formless to new markets. We've also developed a number of new partnerships around the world, allowing us to better serve our customers. Notably, we are very happy about the relationship we've developed with Guntert & Zimmerman over the past couple of years, and we are excited about the role that the Guntert Miller Alliance can play in the global construction market. G&Z and Miller Formless are now able to offer a full line of concrete paving products to all corners of the globe!

Miller Formless is a 50-year old company that pioneered the use of slipforming in smaller applications such as curb and gutter, barrier wall, parapet, sidewalk, and ditches. Our machines are simple to use and a great addition to any paving fleet. Our Alliance with G&Z also means that all of our service and sales staff, located regionally or at either of our facilities in California and Illinois, will be cross-trained on any of our machine models. We will also share parts and service centers with G&Z in Europe and Southeast Asia. This way, we will be able to quickly respond to any parts calls or service needs for your company.

As we continue to grow, we look forward to meeting you personally to introduce you to our company, our employees, and our products. We are confident that you will see what many of our customers and industry friends have already

recognized that Miller Formless is not just a machine supplier. We are a partner that will help you make every project better, including your finished product, your financial performance, your safety, and your success.

We look forward to working with you!

Sincerely,
Scott Smith and Tom Uutala
Owners of Miller Formless

Please stop by our booth at World of Concrete in Las Vegas January 22-25. Central Hall – Booth # C5583.

MILLER FORMLESS IS 3D CAPABLE

Miller Formless is pleased to announce that it is now capable of running Leica, Topcon, and Trimble stringless technology on all three of their machine models. By Q1 2019, each machine will be deployed to customer sites with full capabilities for pouring concrete without stringline. Each stringless equipment model manufactured is plug & play with our completely new machine control system.

"Miller Formless has been a partner of ours for years and we were pleased to work with them again on finalizing their 3D capabilities for all of their machines," said Frank Flores, President of Flores Automation and Controls, who

has been helping Miller Formless with the development of the stringless technology. "These efforts will allow Miller Formless to keep pace with existing technology and offer stringless capabilities to new and existing customers. Control system upgrades and retrofits for existing machines are also available!"

"We appreciate all of the work Frank and his team have done for us," said Tod Smith, Vice President of Sales at

Miller Formless. "Our machines need to continue to evolve to meet the demands of our customers and the market, and we feel that this is a great addition to our already fantastic product offerings."

For more information on our stringless technology, or for questions regarding availability of any of our machine models, please contact sales@millerformless.com or call Tod Smith at +1 (815) 385-7700.

MILLER FORMLESS

PRODUCT LINE & CAPABILITIES



M-1000

- Curb
- Curb & Gutter
- V-Ditch
- Sidewalk
- Hydraulic Wet/Dry (Pitch-In/Pitch-Out)
- Combination Scab-On/Free Standing
- Variable Height Curb
- Driveway Cutout
- Hydraulic Side Skirts



M-8100

- Curb
- Curb & Gutter
- Sidewalk
- Median Barrier Wall
- Variable Height Barrier Wall
- Bridge Parapet Wall
- Straddle Pave 16 Ft. Wide (4.87 M)
- Side Mount Pave 12 Ft. Wide (3.65 M)
- Variable Height Curb
- Driveway Cutout



M-8800

- Barrier Wall to 102" (2.59 M)
- Bridge Parapet Wall
- Shoulder Paving
- Straddle Pave 20 Ft. Wide (6.10 M)

AND MUCH MORE...

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 no matter where you are in the world. The G&Z Inside Sales Team has decades of parts experience with G&Z machines. Their expertise allows our customers to receive the right parts the first time.

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 who doesn't know the equipment. Customers speak directly to the G&Z factory in Ripon, CA which is located just 1.5 hrs from four major airports with international service. If you don't 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.

PARTS DEPARTMENT:

+1.209.924.1236

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 have intimate knowledge of G&Z equipment, but also concrete paving, trenching and canal construction. The service department can be reached **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 consult in the areas of concrete mix design analysis and construction techniques and applications. Our goal is to see your equipment perform above and beyond any specifications or expectations.

SERVICE DEPARTMENT:

+1.209.599.5604



TIME FOR AN UPGRADE?



AVAILABLE UPGRADE KITS:

• EGON CONTROL SYSTEM UPGRADE	• EGON TELEMATICS
• COOLING / QUIET ENGINE PACKAGE	• HYDRAULIC CLAMPING PUCKS
• SPREADER PLOW UPGRADE	• EGON COP BOX UPGRADE
• COLD START BYPASS KIT	• CDBI EGON SYSTEM UPGRADE
• 3D PRISM MASTS WITH ELECTRIC WINCHES	• TC850 EGON CONTROL SYSTEM UPGRADE
• JACKING COLUMN WEAR PLATE SETS	• OPEN LOOP HYDRAULIC CIRCUIT PRESSURE FILTER UPGRADE
• OSCILLATING CORRECTING BEAM PAN EXTENSIONS	• SPARE BELLY PACK CONSOLE
• S850 SLEW DRIVE UPGRADE	

CONTACT G&Z PARTS DEPARTMENT FOR MORE INFORMATION



TECHNOLOGY AVAILABLE ONLY THROUGH G&Z

G&Z is dedicated to designing machines that **Maximize Available Paving Time and Minimize Everything Else.** G&Z's Exclusive industry proven and requested options include: AccuSteer, SmartLeg, TeleEnd, VariWidth and more. These optional systems work together to reduce paving kit and tractor width change time, ease maneuvering onsite, and dramatically reduce the time required to transform the machine into the transport configuration.

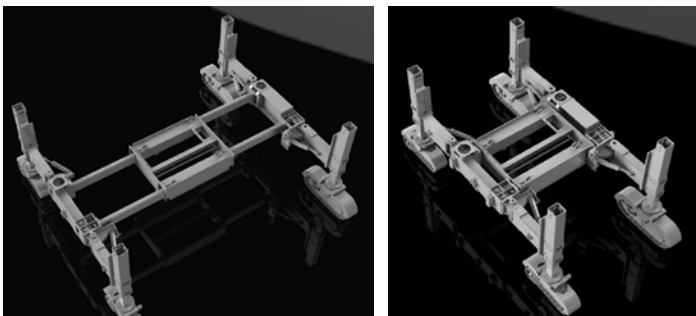
G&Z is committed to making its customers more productive. G&Z offers a wide range of technologies to help contractors work as many paving days as possible during the season. Listening to contractors' needs and engineering patented solutions makes G&Z equipment: **Contractor Inspired. Guntert Engineered.**

MAXIMIZE AVAILABLE PAVING TIME WITH FASTER WIDTH CHANGES

Changing widths quickly without affecting pavement smoothness is a significant challenge. With the combination of the TeleEnd and VariWidth systems, changing both the paving kit and tractor widths has never been quicker or easier. With TeleEnd, no need to drop the kit to change width. TeleEnd uses hydraulic cylinders to open and close

the end section to add or remove spacer sections of the kit. VariWidth is designed to eliminate the need to support the tractor or unbolt extension tube clamping pucks. VariWidth uses adjustable cam rollers and hydraulic clamping pucks to accomplish quick and easy tractor width changes with the flip of a switch!

VARIWIDTH (PATENTED) TRACTOR WIDTH CHANGES



The VariWidth system features adjustable cam rollers and hydraulic clamping pucks to easily extend and retract tractor extension tubes. This can be accommodated without supports or a "two-stage" telescopic tube, which can cause the frame to sag and Jacking Columns to tilt in, which adversely impacts steering and smoothness. VariWidth can reduce tractor width change times from hours to minutes.

TELEEND (PATENTED) TELESCOPIC END SECTION



The TeleEnd: Telescopic Paving Kit End Section offers 3' (1m) of quick change kit per side. A 6' (2 m) width change can be accomplished by one or two people in as little as an hour. TeleEndXL's are available allowing up to 4' (1.25 m) per side. TeleEndXXL's are also offered for up to 7' (2 m) per side.

MAXIMIZE AVAILABLE PAVING TIME WITH SUPERIOR MANEUVERABILITY

AccuSteer and SmartLeg systems take paver productivity to the next level. The two systems work in tandem to adjust the swing leg angle on-the-fly while the crawler track automatically

steers straight ahead. These two systems rapidly and semi-automatically reconfigure the machine into the transport configuration.

ACCUSTEER (PATENTED) SLEW DRIVE TRACK CONTROL



The AccuSteer system offers unparalleled maneuverability and steering accuracy while allowing steering in 90 degree and counter-rotation mode in every swing leg position.

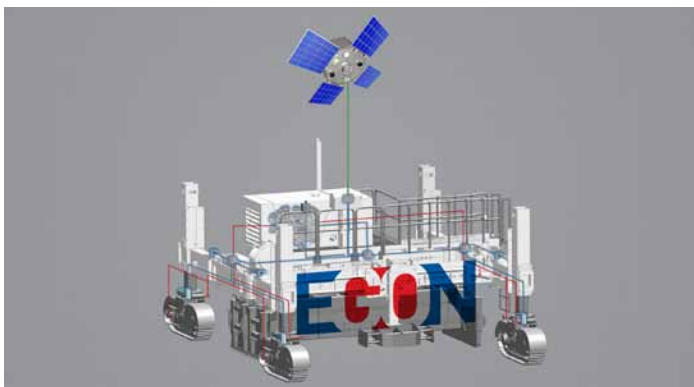
SMARTLEG (PATENTED) SWING LEG SYSTEM



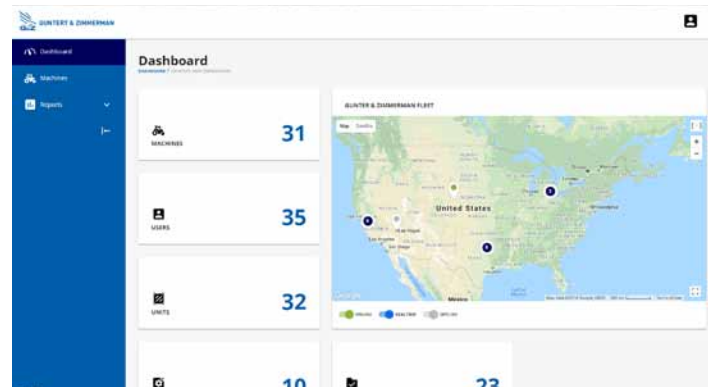
Working in conjunction with AccuSteer, the SmartLeg system allows contractors to adjust the swing leg angle on-the-fly to maneuver around an obstacle without stopping production.

What's the use of great features and options without easy to operate controls? G&Z's Equipment Guidance and Operation Network (EGON) makes operating a piece of G&Z equipment easy and intuitive. Also, EGON boasts great additions like Telematics, NoLine: stringless integration, and remote

operability. As new technologies become available, integration and operation should not be difficult or time consuming. EGON's simple and intuitive "plug and play" integration makes the latest advancements available to all customers.



EGON is a Next Generation Operator Control System that incorporates user friendly features, a modular state of the art network of controllers, extensive onboard and remote monitoring options, and diagnostic capability to allow superior ease of use and troubleshooting. It has never been easier to operate, reconfigure, diagnose, and manage a piece of concrete paving equipment.



EGON Telematics is a powerful remote diagnostics/monitoring system. The G&Z software engineering team has designed a web based remote user interface to allow maximum connectivity for the contractor anywhere in the world, as well as solving challenges together with the G&Z service team.

CANAL EQUIPMENT



Guntert & Zimmerman pioneered the use of mechanized and automated canal construction machinery starting in 1947. Through the years, G&Z's canal equipment 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 machine design is intended to allow the machine to be reconfigured for a wide variety of canal sections. 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 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 models can be converted into canal and reservoir liners with minimal modification, such as the S1500 paver shown. 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 full range of concrete slipform paver models along with other support equipment, such as mechanical Dowel Bar Inserters, Placer Spreaders, Material Placers, and Texture Cure Machines to suit your present and future needs.

G&Z equipment designs are based on over 75 years of experience. G&Z 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



S400

6.5' - 24.5' (2 - 7.5 m)



S600

8' - 31' (2.5 - 9.5 m)



S850 (QB OR SL)

12' - 41' (3.5 - 12.5 m)



S1500

18' - 52.5' (5.5 - 16 m)

CONCRETE SLIPFORM PAVING SUPPORT EQUIPMENT



DBI

Dowel Bar Inserter



MP550

Material Placer



PS1200 PLACER SPREADER

18' - 41' (5.5 - 12.5 m)



TC1500 TEXTURE CURE MACHINE

12' - 56' (3.5 - 17 m)



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