



CONSTRUCTION PROFILES

FALL 2021



DEAR CUSTOMERS AND FRIENDS,

Who would have imagined! Dealing with the impact of COVID-19 in 2020 was challenging enough, but little did we know what 2021 had in store for us.

This year brought a whole new set of challenges that turned manufacturing and the construction industry upside down. Suppliers unable to get raw materials and distributors unable to get resupplied - not to mention anyone being able to hire all the manpower they needed. Logistics companies faced their own set of labor related and equipment challenges, which added to these delays. Spot shortages also occurred where low dollar items normally available off the shelf, or within a few weeks, were back ordered. Furthermore, the predictability of when you would get parts was a moving target, and in many cases suppliers simply didn't know.

Like most construction equipment manufacturers, G&Z picked up a surge of new orders in late 2020 and early 2021 that had been delayed until projects were awarded once funding / budgets were confirmed. Our suppliers who had been cautious coming out of an uncertain 2020 assumed they would be able to obtain materials and hire the manpower needed to ramp up to meet the surge in demand. However by early spring, supply chain disruption, logistics challenges, and labor availability became real issues. Suppliers announced price increases and significant jumps in delivery times followed shortly thereafter.

For our customers in the center of the United States and the Southeast, an unseasonably wet spring and early summer delayed their start of paving for weeks. The availability of labor to fill out their paving crews and to haul materials was a challenge for our customers for most of the season.

In 2022, G&Z will celebrate its 80th year in business and 65 years of being the industry's innovation leader since 1956, when we pioneered and introduced the first crawler track mounted slipform paver, with automatic line and grade control. Through the years, G&Z has not lost that pioneering spirit as evidenced by more recent innovations such as the **AccuSteer** and **SmartLeg** which, along with with paving kit telescopic end sections (**TeleEnds**), have revolutionized the slipform paving industry. In 2015, G&Z introduced the MP550 Material Placer which can unload concrete twice as fast as any placer on the market today. With our design focus in recent years being on updating our products to accept low emissions diesel engines, we have recently started working on an exciting new innovation that makes contractors more productive and concrete paving more competitive.

Product Updates

MP550: This spring we completed the update of our MP550 Material Placer power unit and controls. The MP550 is now equipped with a 302 HP (225 kW) CAT C7.1 ACERT Tier 4f / Stage V diesel engine, which is the same engine we used in our S600 Paver power unit upgrade. The MP550 Power Unit upgrade also features improved software for better machine performance, modernized electrical harnesses, sensed and enhanced hydraulic filtration, improved access, added flow and pressure sensors to all hydraulic circuits, improved access for service, and reduced noise.

S400: The S400 Paver Power Unit Tier 4f / Stage V upgrade project was the last of our products to be updated while waiting for CAT's release of their 175 HP (130 kW) 4 cylinder, C4.4 ACERT Tier 4f / Stage V diesel engine. This first unit will be delivered in early summer 2022.

This has been a challenging year for everyone; however, it is ending on a positive note with the passage of a badly needed, long term infrastructure bill. We have also learned to live with COVID-19, people are going back to work, and the supply chain will eventually return to normal. We want to sincerely thank our customers for their patience and we wish you a great 2022 construction season.



Ronald M. Guntert, Jr.
President & CEO

TRIBUTE TO RICK FRANCIS

Rick Francis was the lead mechanical design engineer and co-inventor of G&Z's revolutionary and industry changing Compact DBI in 1999, Telescopic Paving Kit End Sections in 2009 and AccuSteer / SmartLegs in 2010. Rick loved mechanical design. At G&Z, he could freely use his creative mind and focus, to significantly advance the state of the art in the concrete slipform paving industry. When offered a management position at the company, Rick's response was "Why would I do that? I already have the perfect job. I get to conceive of an idea, draw it up, follow it through the shop, test it, then go with it into the field and make it work."

Rick was one of those engineers who comes around once in a generation. His fellow coworkers will miss his positive, "can do" attitude and dry sense of humor.

Rick passed away in 2021 after a long battle with cancer.



REMEMBERING LOTHAR HEDKE

In the 1960s and 1970s Lothar Hedke was working for German construction companies in Africa and the Middle East. In the late 1970s, Lothar started a company to represent construction equipment manufacturers in Germany.

"I first met Lothar in the late 1970s when I accompanied my father on a trip to Germany. Lothar and my father were working on a proposal to supply a set of G&Z canal machines to Iraq. I always appreciated his strong technical knowledge and practical business sense. Because of these qualities we appointed Lothar as a G&Z representative in Germany, Austria and Switzerland," recalls Ron Guntert.

Since 2009, Lothar's son Peter has continued the long and trust based relationship with G&Z. We are very sad to hear of Lothar's passing and extend our sincere condolences to his family.



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GUNTERT PAVING SCHOOL - 2022



Guntert Paving School 2021 was a big success for both G&Z and its customers. Due to the Covid-19 pandemic, we held custom tailored training sessions for our domestic customers making sure the contractors' paving crews were ready for the 2021 paving season. Due to popular demand, in 2022 our service manager Marco Cantu and his team of knowledgeable and experienced service technicians will come to you again and deliver a remarkable "hands-on" training covering the maintenance and diagnostics of different aspects of your G&Z fleet. Book your two-day training session between January - March 2022 and "BET ON CONCRETE" with G&Z on your own turf!

"This was a very good refresher course for us. G&Z's instructors addressed all our questions about the equipment that we have. We also had our survey crew at the class. It was good they could learn how the machines communicate with the Trimble stringless system. Thanks for coming to us during these hard times".

Daryl Matheson - Paving Supervisor, Ames Construction

"K-Five was pleased to welcome Marco and his team to our shop training center. The classes were very effective for our foremen and mechanics. The team helped us better understand and overcome the daily challenges with the pavers and texture cure machines. Looking forward to the next year's school".

Tim Lannon, Concrete Superintendent, K-Five Construction

"Every year we try to benefit from Marco and his team. To learn onsite and first hand definitely yields better results. 2021 GPS was even more productive as the ESS crew was trained on our fleet, providing our guys more confidence with the G&Z equipment they use daily".

Steve Eveland - Paving Operations Manager, Emery Sapp & Sons



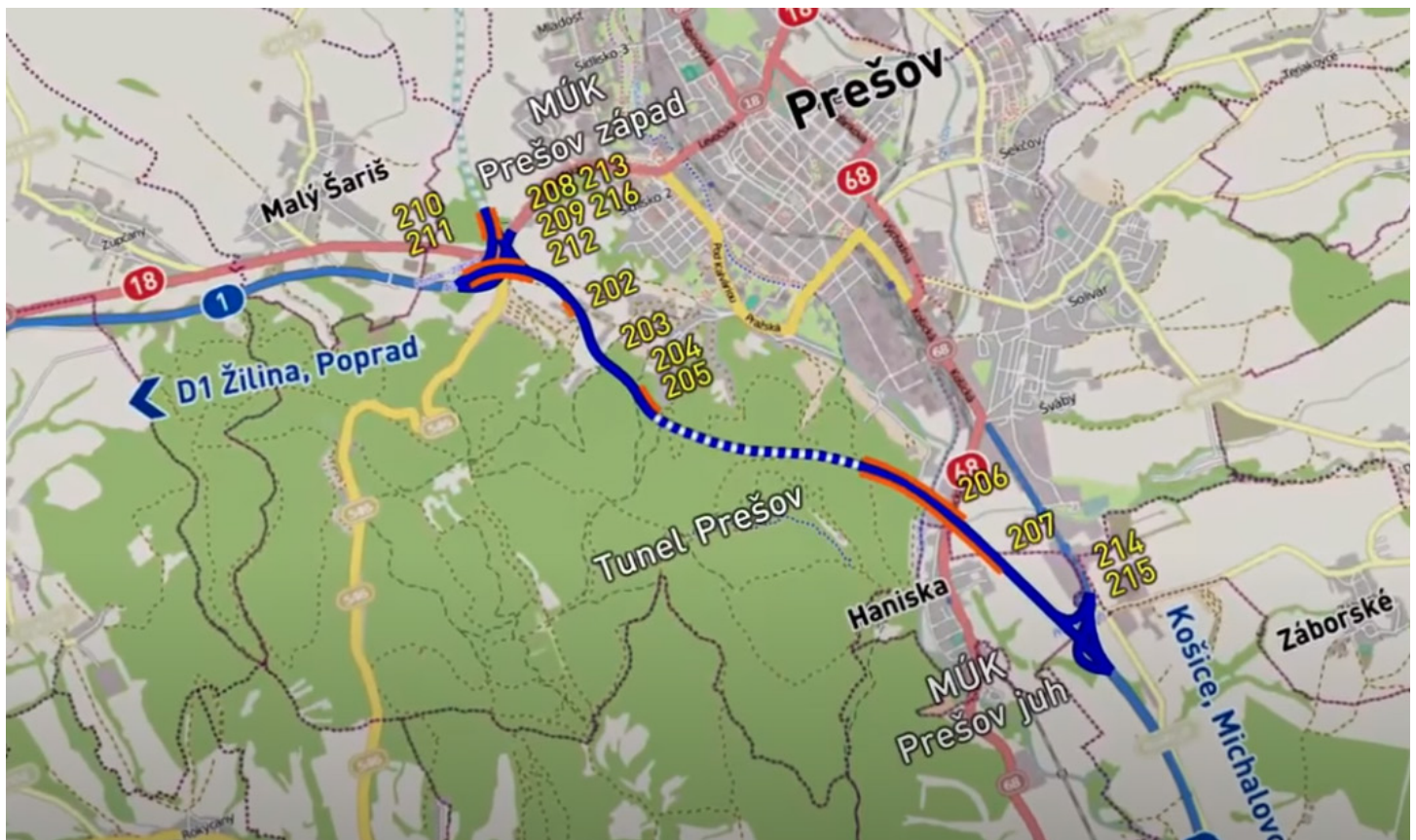
G&Z'S GIANT S1500 USED FOR TUNNEL PAVING

Metrostav is the largest construction company in the Czech Republic with the ability to manage complex projects in Europe. When established in 1971, the sole focus of the company was to build the Prague Metro, which later set Metrostav's foundation of a reputable construction company. In 1983, the company became a member of the International Tunneling Association. However, their biggest fame was achieved in 2003, when Metrostav created a unique underground railway under the Vltava River for Prague's metro line IV.C, for which it received the highest professional domestic and international awards. Since then, Metrostav has successfully completed more large-scale transport infrastructure projects in Prague (the Metro V.A Line extension and the Blanka Tunnel Complex), as well as the longest railway tunnel in the Czech Republic near Ejovice, the longest road tunnel in Iceland, and two underground projects in Norway.

In 2017, the Slovakian National Motorway Company awarded several European contractors the "Prešov, West - Prešov, South" D1 Motorway project. The D1 motorway is Slovakia's major east-west road corridor. It starts near Bratislava in western Slovakia and runs through the major settlements of Žilina, Poprad, Prešov, Kosice and Michalovce before ending at the border with Ukraine, in eastern Slovakia.

The 581 million USD (494 million EUR) project considers construction of the D1 motorway on a 5 mi. (7.9 km) stretch between the southern and western bypasses of Prešov, Slovakia. The route of the motorway passes through a double tube tunnel (total 2.7 mi. or 4.4 km) and is connected to the road network at two level crossings. The Presov tunnel (each tube 1.4 mi. (2.23 km) long) passes through the Malkovska Horka Hill. The construction officially started in June 2017, while the actual tunnel work began a year later. The contractors implemented the **New Austrian Tunneling Method** or **Sprayed Concrete Lining Method**.

In 2018 - 2019, a total of 249 workers were involved in the tunnel boring phase of the project. Then the project was heavily affected by the COVID-19 pandemic restrictions ordered by the Slovak government. It was an unusual situation for all contractors in the project, including Metrostav and its subsidiary Metrostav Infrastructure, a company specializing in infrastructure projects which was responsible for the paving of the tunnel. As a Czech contractor, Metrostav was undertaking all steps and safety measures to avoid the disruptions in the construction schedule while keeping its employees safe and healthy. However, the Czech employees of the company could not be put at risk of contagion and spreading of the coronavirus for





the duration of the restricting measures announced by the local government. Metrostav's project managers had to shift production capacities and schedules to manage the production process in a virus-hit Europe. During May 2020, restricting measures were eased for select international employees in Slovakia, and as a result the situation gradually stabilized. In October 2020, Metrostav Infrastructure started two-lift concrete paving (2LCP) in the tunnel tubes.

Metrostav Infrastructure has vast experience in placing two layers of concrete (wet-on-wet), with two slipform pavers while inserting dowel bars with the front machine, instead of a single homogeneous layer.

2LCP is very popular in Europe, which not only allows the use of local aggregates that might not be suitable for conventional paving, but also provides opportunities for incorporating recycled materials and higher levels of supplemental cementitious materials (SCMs) to produce an economical and sustainable pavement. The method produces durable pavements, improved rideability and reduced noise, which is an important factor in tunnels.

While 2LCP is a viable and competitive alternative to conventional single-lift paving, challenges of 2LCP are having the proper paving equipment and pavement construction management, and the right mixture proportions to ensure the use of local materials in the bottom lift in order to result in an economical placement and ensure a high-quality top lift.





“In 2015 – 2016, we paved the D1 motorway’s Prague – Brno section using the G&Z S1500 paver as a top lift paver, following another manufacturer’s first lift paver and DBI. But tunnel paving is different than highway paving due to tight confinement, so we were very curious how paving the tunnel with such massive equipment would work”, says the project manager of Metrostav Infrastructure, Jan Ruzicka.

Considering all these challenges, Metrostav Infrastructure trusted its professional pavement construction team and the paving equipment on its fleet to proceed with the 2LCP method. Specifications of the project called out to prepare the pavement base with a 8.6 in. (220 mm) thick cement stabilization (C5 & C6) and 0/32mm fraction 15 in. (390 mm) gravel. The bottom concrete layer, with aggregate fraction 0/32 was 7.5 in. (190 mm) thick, while the top layer with aggregate fraction 0/8mm was 2 in. (50 mm) thick. The concrete mix was supplied with two SBM concrete mixing plants producing 209 yd³/hr (160 m³/hr) for the bottom layer and 52 yd³/hr (40 m³/hr) for the top layer. The mix was fed to the first paver with 10 yd³ (8 m³) dump trucks (three axle), while an excavator was used to load the concrete onto the bypass conveyor to feed the top layer to the G&Z S1500 paver. Compared to conventional paving, usually contractors lose some paving speed with 2LCP. Thus Metrostav Infrastructure had to pave nonstop to complete the paving phase on

time. The average paving speed was 2 fpm (60 cm/min) or 118 ft. per hour (36 m/hr).

“The nonstop 2LCP was very new and challenging for us. And the smoothness of the top layer is one of the quality attributes for this project. As we were familiar with the performance and operation of the G&Z S1500 and smoothness it can achieve, we rightfully decided to use it as a top lift paver. And it turns out we were not wrong at all by looking at the final smoothness of the tunnel pavement. Our professional crew (20 people only) doubled paving production using the best paving equipment in the market”, confidently says Mr. Ruzicka. The contractor’s main goal was to finish paving of both tubes as quick as possible without sacrificing the smoothness of the laid concrete pavement. “We own two G&Z S1500 pavers, and our paving crew is quite comfortable with these machines. On highway jobs where the paving width is variable, the G&Z exclusive Telescopic Paving Kit End Sections (TeleEnds) saves us a lot of time changing the width. In the tunnel project we had a fixed 23 ft. (7 m) width, so we had to focus on smoothness. G&Z’s exclusive finishing tool, the Trailing Finishing Pan, provided the additional smoothness to the surface. That is why in this project we have had only a very few hand finishers”, concluded Mr. Ruzicka.

The nonstop paving of both tubes lasted only one month (Oct – Nov 2020), during which 9,548 yd³



(7,000 m³) concrete was poured. This was definitely a great paving experience for the crew, considering both the confined space and constant Covid-19 restrictions the contractor faced.

The 5 mi. (7.9 km) long D1 Presov, West - Presov, South section is open for drivers since summer of 2021. Once opened, the new bypass improved the conditions for domestic and international transport, increasing the flow, capacity, speed and safety of traffic in this European region.



The “giant” S1500 is the largest slipform paver offered by G&Z. It features a double telescopic tractor frame design with the largest telescopic range in the industry, allowing paving widths from 18 to 52.5ft (5.5 to 16m). The S1500 uses the same robust paving kit, finishing tools and bar inserters as the rest of the G&Z slipform paver models capable of multiple profile breaks. The tractor’s narrow profile design allows it to fit in tight confines.

www.metrostav.cz

“The G&Z S1500 paver proved to be a perfect solution for a tight clearance tunnel paving”.

Jan Ruzicka - General Manager



MP550

MATERIAL PLACER

Receiving Hopper	5 yd ³ (3.8 m ³)* Powerful Variable Speed 14 in. (355 mm) Auger 23 in. (584 mm) High Front Lip with Hydraulic Flop Gate
Conveyors	Swing Conveyor: 36 in. (914 mm) Wide x 35 ft. (10.66 m) Long 170° of Swing Capability Transfer Conveyor: 36 in. (914 mm) Wide x 2 ft. (7 m) Long Variable Speed: 0 - 600 fpm (183 m/min)
Propulsion System	4 Wheel Drive - High Flotation Rubber Tires, Front and Rear Steering 5 Steering Modes - Coordinated, Crab, Front, Rear, and Optional Automatic 0 - 9 mph (0 - 14.5 km/h) 12 ft. (3.66 m) Steering Radius**
Elevation Control	Standard: Hydraulic Hopper Height Adjustment Optional: 4 Jacking Columns with 27 in. (685 mm) Hydraulic Height Adjustment
Machine Weight	Approx. 55,000 lbs (25,113 kg)*** with optional Jacking Columns
Engine Power	6 Cylinder CAT C7.1 Diesel Engine US EPA Tier 4f / EU Stage V Intermittent Horsepower @ 2,200 RPM: 302 hp (224 kW), Diesel Fuel Tank 135 U.S. Gallon (511 L), DEF Tank 8.5 U.S. Gallon (32 L)

Note: All the above data is approximate and is subject to change without notice.

*Capacity of optional high production hopper. The two belts together hold approx. 3.75 yd³ (2.86 m³) for a total on board capacity of 8.75 yd³ (6.66 m³)

**To Centerline of Inside Tires

***Dry Weight

U.S. and International Patents Pending



G&Z S600 PAVER & MP550 MATERIAL PLACER

THE PAVING INDUSTRY'S PRODUCTIVITY DYNAMIC DUO

The G&Z S600 Paver and MP550 Material Placer have become the most trusted machines in the concrete slipform paving industry. Both models have been recently improved with the latest in ultra low emissions CAT diesel engines, untethered machine control, enhanced hydraulic filtration, and G&Z's EGON Telematics system that keeps G&Z connected with their customers better than ever before.

The **G&Z S600 Paver** is agile enough for short, cut up concrete pours because of its ability to quickly maneuver, reconfigure for transport, change widths and switch to other applications, yet heavy enough to achieve award winning smoothness.

The **G&Z MP550 Material Placer** is the first fresh look at material placers in decades and has taken placer productivity and reliability to new heights. The MP550 patented hopper can unload trucks twice as fast as

any placer on the market plus its well thought out design allows the concrete conveyors and hopper to be quickly, easily and safely cleaned.

The G&Z S600 and MP550 are the perfect dynamic duo for contractors who must pave at the highest production rate without sacrificing smoothness and while staying competitive in a fiercely competitive industry.

For product details:

www.guntert.com/products/hwyair/s600.html

www.guntert.com/products/hwyair/mp550.html



FOUR GENERATIONS PROUDLY

For four generations, Atlantic Contracting and Material Co., Inc. (ACM) has been a top tier general contractor starting in the Midwest and currently operating in the Mid-Atlantic region of the United States. ACM actively contributes to the development of the region's infrastructure and economy with FAA, military and heavy highway construction projects.

Established as R.T.Madden Co. in the early 1900's, the company paved 1,000,000 yd² (836,127 m²) city streets and curb and gutters in their home state of Wisconsin, gradually expanding into highway construction around Janesville and surrounding areas. In 1950, under John Madden's management, the company added aggregate recycling, crushing, and materials and demolition into their scope of services. In 1984, John Madden renamed the company Atlantic Contracting and Material Co., operating out of the Metropolitan Washington DC area. In the same year, John's older son Tom Madden joined the business expanding the focus to excavating, grading and underground utilities. In 1992, John's other son Michael Madden joined the board contributing to the achievements of the company. Since 2011, John's grandson Matt Madden, the fourth generation, started taking care of the day to day field operations of the business, relying on earlier generations' wisdom and experience.

As a top tier contractor, ACM always partnered with the best. It is not a coincidence that the "best of the best" mentality led to the crossing of paths with ACM and G&Z. The relationship between the two goes back to 1984, when ACM used a reengineered G&Z canal machine converted into a 44 ft. (13 m) long Slope Liner, placing concrete at a variable slope (9-24 deg) on the Monster Mile White Lightning Racetrack at Dover Downs International Speedway in Delaware.



The Monster Mile White Lightning Racetrack
Dover, Delaware **1984**

Since that time, ACM has taken great pride in supporting the Mid-Atlantic region with superior construction quality in every aspect, and especially in concrete pavement. In 2003, ACM purchased its first G&Z S850 Slipform Paver and have been laying down countless square yards of concrete.



KK2 & K3 Taxiway Reconstruction
Washington Dulles International Airport (IAD) **2005**



K & K7 Taxiway Rehabilitation
Washington Dulles International Airport (IAD) **2007**



Highway Construction
U.S. Route 301, Delaware **2008**

CARRY ON THE MADDEN LEGACY

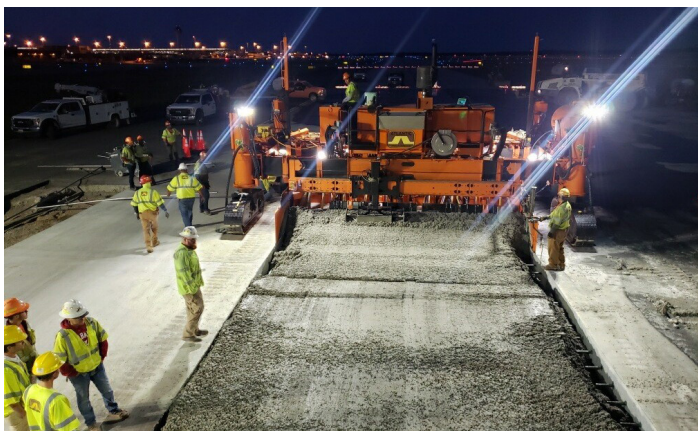
In 2007, ACM made a significant investment with G&Z, purchasing a PS1200 Placer Spreader, a TC1500 Texture Cure Machine and the second S850 Slipform Paver. This major fleet update enabled the contractor to seek and self-perform the largest airport and highway concrete paving projects in the area.



Taxiway Reconstruction
Dover Airforce Base, Delaware **2011**



Highway Construction
U.S. Route 301, Delaware **2018**



Runway & Taxiway Reconstruction
Washington Dulles International Airport (IAD) **2021**

“Atlantic is the only concrete paving contractor in the last 50 years to pave at all of the major airfields in the greater DC areas including Joint Base Andrews, Baltimore / Washington International Airport, Ronald Reagan Washington National Airport, and Washington Dulles International Airport”, proudly says Tom Madden. Between 2011 and 2018, ACM delivered several tarmac and taxiway / taxi lane projects in the State of Virginia, including SCSC Wallops Island (for NASA), Langley AFB and Norfolk Naval Station.

In 2018, ACM used the G&Z MP550 Material Placer and PS1200 Placer Spreader on Hwy 301 in Delaware, paving a “metric mile” (1500 meters) in 22 hours at 25 ft. (7.6m) wide and 12.5 in. (31.7 cm) thick.

In the summer of 2021, ACM paved 135,000 yd² (112,877 m²) runway and taxiways at Washington Dulles International Airport with the G&Z PS1200 Placer Spreader and the S850 Slipform Paver. Within 21 paving days in August, their new Tier 4f G&Z S600 Slipform Paver laid down 140,000 yd² (117,057 m²) of concrete at 18.75 ft. (5.7 m) wide and 19 in. (48 cm) thick at Joint Base Andrews in Maryland.

For more than 30 years, ACM and G&Z have developed a trust-based relationship. Both companies have gone a long way earning their names in the industry: one as a leading contractor, the other as a premium equipment manufacturer. They look forward with great optimism and believe in a bright future for the US construction industry in the hands of younger generations.

www.acmpave.com



Taxiway Reconstruction
Joint Base Andrews, Maryland **2021**

PARTS & SERVICE DEPARTMENTS

WE HAVE YOUR BACK



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 understocked 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.

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.

PARTS DEPARTMENT
+1.209.924.1236

SERVICE DEPARTMENT
+1.209.599.5604





UPGRADE

G&Z is known for producing high quality and durable paving equipment. Driven by the rapid development of the concrete paving industry and the need for new solutions, G&Z is offering upgrades for its concrete equipment line to increase machine productivity and the effectiveness of its contractor customers. Machine upgrades are a simple, cost-effective way to prolong your equipment life with new up-to-date technology. Available upgrades for your old-gen G&Z paving equipment include, but are not limited to:

- S600 / S850 SYSTEM UPGRADE WITH BELLY PACK
- S850 / DBI EGON CONTROL SYSTEM UPGRADE
- S600 / S850 SPREADER PLOW UPGRADE
- S400 / S600 / S850 / S1500 HYDRAULIC CLAMPING PUCKS UPGRADE

For more details on all available upgrades: www.guntert.com/cust/parts.html
For prices & lead times: +1. 209.599.0066



TECHNOLOGY AVAILABLE ONLY THROUGH G&Z

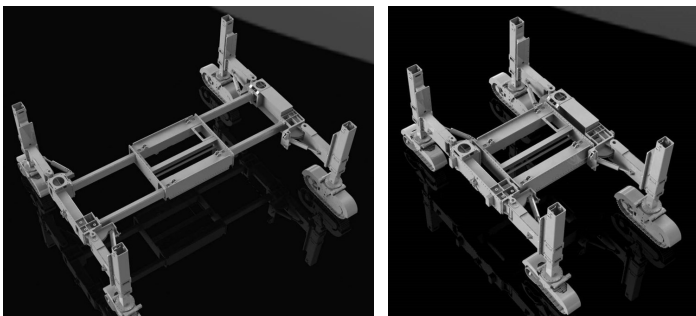
G&Z is dedicated to designing machines that **Maximize Available Paving Time and Minimize Everything Else.** G&Z's Exclusive industry proven and requested options include: AccuSteer, SmartLeg, TeleEnd, VariWidth and more. These optional systems work together to reduce paving kit and tractor width change 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.

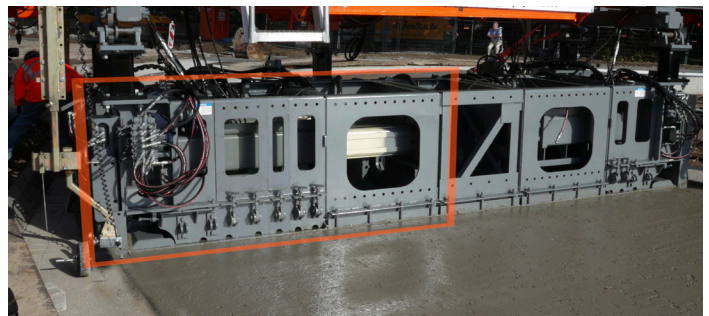
VARIWIDTH (PATENTED) TRACTOR WIDTH CHANGES



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.

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!

TELEEND (PATENTED) TELESCOPIC END SECTION



The **TeleEnd**: Telescopic Paving Kit End Section offers 3 ft. (1.0 m) of quick change kit per side. A 6 ft. (2.0 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 ft. (1.25 m) of telescopic ability per side. **TeleEndXXL's** are also offered for up to 7 ft. (2.13 m) of telescopic ability 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



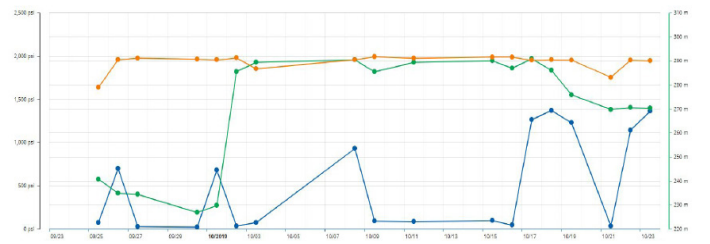
Working in conjunction with **AccuSteer**, the **SmartLeg** system allows contractors to adjust the swing leg angle on-the-fly to maneuver around an obstacle without stopping production.

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 add-ons like **Telematics** and **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



G&Z 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

G&Z 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 ft. - 24.5 ft. (2.0 m - 7.5 m)



S600

8 ft. - 34 ft. (2.5 m - 10.36 m)



S850 (QB OR SL)

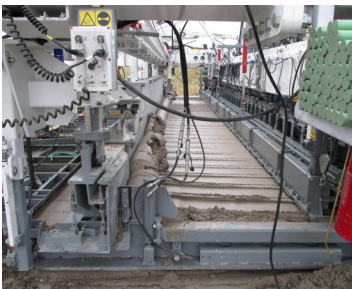
12 ft. - 41 ft. (3.65 m - 12.5 m)



S1500

18 ft. - 52.5 ft. (5.5 m - 16 m)

CONCRETE SLIPFORM PAVING SUPPORT EQUIPMENT



DBI

Dowel Bar Inserter



MP550

Material Placer



PS1200 PLACER SPREADER

18 ft. - 41ft. (5.5 m - 12.5 m)



TC1500 TEXTURE CURE MACHINE

12 ft. - 56 ft. (3.5 m - 17 m)



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