



CONSTRUCTION PROFILES

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GUNTERT & ZIMMERMAN

WOC 2016



DEAR CUSTOMERS AND FRIENDS:

On behalf of every team member at Guntert & Zimmerman, I welcome you to this year's World of Concrete (WOC) in Las Vegas. This past year has gone by quickly; we dove into the details – taking the time to survey our clients about what their needs are based on the ever-fluctuating marketplace. Specifically, we asked what is changing on their jobsites – what is causing them difficulty in meeting specifications or production and what will help them overcome these hurdles. This feedback drove us to generate ideas for what to design, revamp and build next.

As a result of our inquiries, during the past year, G&Z has successfully launched three new pieces of equipment, as well as made several upgrades to our existing line of equipment, including:

Our new G&Z S400 Multi-Purpose Slipform Paver which is already operational in the field. The S400 not only delivers the top performance contractors have come to expect from G&Z, but we have also added even greater value. Compact and nimble, the S400 entry-level, single-lane concrete paver offers the versatility to economically tackle a wide variety of applications, including: city streets, ramps, shoulders, highways, airports, dual-lane, off-set, zero- or minimum-clearance projects and barrier walls.

The MP550 prototype which was displayed at last year's WOC went to work in the field. The machine was put to the test on a highway project in Boise, Idaho where Concrete Placing Company was under a very tight deadline to finish up production pours before the cold weather. The MP550 performed just as designed – it was able to achieve the highest concrete spreading production in the market. The MP550 is leading the industry in concrete placing by offering: an approx. 5.5 cyd (4.2 m³) hopper helping increase hourly production, improved accessibility to the swing and transfer conveyors allowing for easy cleaning, and the low to the ground hopper mouth along with the hydraulically controlled flop gate which allows for any truck configuration to be used for dumping while also minimizing concrete loses.

The new and re-designed G&Z Dowel Bar Inserter (DBI) will be used for the installation of dowel bars in the transverse joints of highway and airport pavements. With over 30 years of experience with the automated insertion of dowels, we are known in the industry for our DBI's ability to successfully insert dowels to meet the most rigorous tolerances for dowel bar placement. We took that same know how

and incorporated it into the re-designed DBI, making it easier to change widths and configurations. This new DBI design can be attached to any one of our paver models.

These are just a few of the newest innovations we are proud to introduce to the concrete paving market this year. To hear more about G&Z's new product launches, upgraded features on our existing line of concrete paving, canal construction, and trenching equipment, I welcome you to take a few minutes to talk with G&Z's WOC team. Between our sales, engineering, purchasing and production staff at the WOC, we represent over a hundred years of concrete paving experience.

On behalf of Ron Guntert and the rest of the team, we wish both you and your company all the success in 2016. If there is anything Guntert & Zimmerman can do to help make your WOC experience more valuable, feel free to contact us. We are here and ready to listen. Have a great show!

Best Regards,



RON MESKIS
President

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TECH UPGRADES YIELD PRODUCTIVITY AND SMOOTHNESS KNIFE RIVER PAVES IN IOWA

It wasn't long ago that setting stringlines for concrete slipform paving, especially on highway and interstate projects, was a foregone conclusion. Contractors would have to take the time and spend significant money to survey, set the line and make sure nothing moved while paving. Otherwise, slab quality and ride could suffer. The line not only took time on the front end of the project, it also hindered paving production, as trucks would have to navigate around the lines and backup long distances in order to deliver concrete to the paver.

Scott Hunwardsen – manager of paving for Sioux City, Iowa-based Knife River Corporation, an MDU Resources Company – knows all-too-well the additional time and challenges associated with setting

the stringline. For 30 years, he has worked with and led concrete paving crews. While a hindrance, the stringline was also a necessity to give slipform paving contractors the means for meeting steering, elevation and ride requirements.

A job without a stringline can be a little bit unsettling for an experienced paving person entering his first stringless job, like Hunwardsen. But he broke through the technological hump this summer while paving a portion of Highway 3 in Cherokee County in northwestern Iowa. “I’ll admit I was a little skeptical of stringless paving going into the job,” he says.



NEW PAVER, TECHNOLOGY ADVANCEMENTS

One primary reason for his concern was the age of the paver previously used for decades to reliably pave many Midwest roadways. It wasn't feasible to equip the vintage 1991 slipform paver for stringless paving, so the crew was relegated to paving with a stringline.

It wasn't until the purchase of a new Guntert & Zimmerman S850SL mid-size concrete slipform paver that stringless paving was an option. "Contractors can equip the paver with G&Z's NoLine stringless paving preparation kit," says John Eisenhour, sales manager for Guntert & Zimmerman. "This provides a direct connection for stringless technology into the paver's guidance system and includes telescopic mounts for two total station prisms, so contractors can take full advantage of the benefits offered by stringless paving."

The first project slated for the new paver was the Highway 3 overlay and widening contract, so Knife River's crews could pave stringless. "Transitioning from the 1991 paver to the G&Z S850SL was one heck of a leap in technology all at one time," comments Hunwardsen. Knife River installed a Leica Geosystems product for stringless paving.

The Highway 3 paving project called for a total 32 ft (9.8m) paving width, a 20 ft (6.1m) overlay over the existing road plus 6 ft (1.8m) of widening on each side. "We put a 32 ft (9.8m) paving kit under the frame and were 41 ft (12.5m) wide from track to track," mentions Hunwardsen.

The double telescopic tractor frame design of the S850SL provides standard paving widths ranging from 12 to 26 ft (3.7 to 7.9m). The machine's 90-degree steering feature assists in speeding up the time

it takes to make frame width changes. When paving at the extended width required on Highway 3, Knife River used the exclusive JC Tractor Frame Extension System that extends the paver's maximum paving width capabilities to 42.5 ft (13m).

"The JC Extender system allows tractor frame extensions beyond its telescopic range without the use of a crane," explains Eisenhour. "Adding or removing one of these extenders can be accomplished in a matter of minutes with our patented pin connection system that uses only two pins per extender. This significantly reduces the time it takes to make a frame width change. The S850SL can also be specified with hydraulic clamping pucks in lieu of bolts to hold the frame extensions in place. With just a flip of a switch, the extenders are unclamped, and with the use of 90-degree steering, the extensions can be walked in or out."

When the paver had completed the first half of the Highway 3 project, Knife River also used it on another small stringless county job in South Dakota requiring a 24 ft (7.3m) paving width. Beyond the Highway 3 project, Knife River has plans to use the S850SL on a project requiring widths that fluctuate between 28 ft (8.5m), 26 ft (7.9m) and 24 ft (7.3m).

To quickly adapt to these widths, the contractor added G&Z's TeleEndXL paving kit end sections to the new machine. These end sections allow one worker or a two-person crew to quickly change a paving width without the use of a crane. The end sections offer up to a 4 ft (1.25m) width change to each side of the paver, allowing the crew to make up to an 8 ft (2.5m) width change in less than two hours.

FAST PAVING, SMOOTH RIDE

Stage 1 of Highway 3 paving was a 5 mi (8.0km) stretch from Marcus, Iowa to just east of Cleghorn. The concrete plant was set up approximately 1 mi (1.6km) west of Cleghorn to expedite truck travel time to the site and reduce the number of trucks required to deliver concrete to the paver. In total, 33,000 yd³ (25,230m³) of portland cement concrete with fly ash was required for the project. Using a maturity meter method to monitor slab strength gain, the concrete achieved its 4000 PSI strength in 34 hours.

The contractor started with milling off the failing asphalt overlay over the full 20 ft (6.1m) width of existing travel lanes. A 2 in (50.8mm) thick asphalt leveling course was then paved. For the 6 ft (1.8m) shoulder extension to each side of the road, the contractor placed a granular base material. The existing travel lanes received a 6 in (152.4mm) concrete overlay, while the shoulders required 8 in (203.2 mm) of concrete.

By June, the road was ready for the concrete overlay. 5 ft (1.5m) long, #4 deformed bars were inserted every 30 in (762 mm) into the existing road. The rods tie together the existing road and shoulder extensions by 2 ft (0.61m) of the rebar sticking into the road and 3 ft (0.91m) sticking into the new shoulder.

One typical concrete slipform paving standard that didn't impede the trucks on this job was the stringlines, which helped to significantly speed up the paving process. There was no surveying or line positioning required at the front end of paving or strings to navigate around during concrete delivery.

Additionally, the S850SL's split guillotine paving kit sideform design allowed the crews to quickly match up to a previously poured slab, which sped up morning starts. This G&Z option splits the standard guillotine sideforms into front and rear sections that operate independently. The rear portion "wings out" as much as 15 degrees to allow the sideforms to clear and back over the previously poured slab.

The paver's swing leg design also helped to increase paving efficiency around box culverts. This design allows the operator to adjust the bolster swing leg angle on-the-fly. "We just walked the legs in and back to get across the culverts which helped to save us time," says Hunwardsen. "With our old paver, we would have to fill the culverts with gravel, pave over them and then remove the fill."

In just 2.5 weeks, Knife River finished paving this Stage 1 of Highway 3 in Cherokee County. The combination of stringless paving, along with significant technological and design advancements of the S850SL paver helped crews to deliver a quality product in a short period of time.

The extremely smooth ride numbers generated by the paver and stringless system put to rest the initial concerns of the 30 year paving veteran, Hunwardsen. "The travel lane ride numbers ranged from the high teens to 20 on zero-band with minimal bumps," he says.

This put Knife River into bonus category. "The ride numbers are excellent," Hunwardsen concludes. "While I was a bit skeptical at first, after paving stringless for the first time I see this as the way to go."





G&Z PAVER FAMILY GROWS

NEW S400 IS AVAILABLE

The New G&Z S400: Multi-Purpose Slipform Paver is designed to carry on the top performance of the G&Z brand, while adding even greater value for the customer. The S400 is an entry level, single/dual lane paver with the ability to perform versatile applications including: city streets, ramps, shoulders, highway, airport, dual lane, off-set, zero or minimum clearance and barrier walls. “The S400 is a slipform paver that does not confuse ‘entry-size’ with ‘entry-quality’. Its functional design at an affordable price point opens the G&Z brand to a wider set of the market,” says Ron Meskis, President of G&Z. The S400 adds value to the customer in its versatility, low operating cost and productivity.

The first S400 went to work for Golden Triangle Construction in Bridgeville, Pennsylvania – 13 miles south of Pittsburgh. On a 19 million dollar, 4 mile un-bonded concrete overlay project. Describing

the purchase of the S400, David Sciuillo, Vice President of Heavy Highway Construction for Golden Triangle, says, “We bought the S400 because we get results from G&Z products. We get better product coming out the back of the paver which is really the bottom line. We needed a paver to primarily tackle our single lane and shoulder work. The S400 is an economical machine that is competitively priced with other manufacturers, and it comes with G&Z features and quality that aren’t available elsewhere in the market.”

VERSATILITY

The G&Z S400 is designed to handle a wide range of paving widths and applications. The S400 features a standard telescopic range of 6.5’ to 17.5’ (2m to 5.3m). This standard telescopic range gives contractors the ability to pave most single lane applications without



the need for bolt-on extensions. With optional extensions, the S400 can pave out to 24.5' (7.5m) giving contractors a combination single and dual lane slipform paver. The S400 is designed around a multi-purpose tractor frame featuring a universal bolting pattern. The S400 can utilize this universal bolting pattern to easily mount barrier molds, offset kit hangers and attachments allowing the contractor to switch between multiple applications without any major machine reconfiguration. For the contractor, the S400 is an extremely versatile paver. "G&Z is all about innovation. G&Z's innovation doesn't just start with an engineer coming up with something he thinks will work. G&Z innovation has always started with listening and having a dialogue with contractors — asking us what will help us be more productive. With what we've seen from our current G&Z products, I'm looking forward to even newer things that Guntert can come up with," comments Sciuillo.

LOW OPERATING COST

The G&Z S400 is engineered to optimize a contractor's fleet while keeping options and maintenance costs to a minimum. The S400 is capable of utilizing most options and attachments available on larger G&Z slipform paver models including: the paving kit, tie bar inserters, trailing finishing pan, final finisher, etc. Not needing to purchase dedicated options and attachments makes the S400 perfect as an entry level machine or as an addition to a fleet of slipform pavers. Sciuillo adds, "The fact that G&Z has made its fleet of pavers from the S400 to the S1500 able to share parts is a huge advantage for us. We own an S850, two S600s and now, an S400. The paving kits and most of the options are interchangeable saving us time and money."

The S400's 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 S400 reduces fuel consumption by up to 35%. The S400 features a plow over auger design dramatically reducing maintenance costs.

PRODUCTIVITY

G&Z is dedicated to designing machines that Maximize Available Paving Time and Minimize Everything Else. The S400 fits into this design strategy by adopting industry proven and requested options only available from G&Z. AccuSteer and SmartLeg work together to dramatically reduce the time it takes to reconfigure the S400 into 90 degree, counter rotate and transport modes semi-automatically. These features make a real impact for the contractor. Sciuillo explains, "The AccuSteer and SmartLeg features are two of the best technologies on the machine. When we're paving and we encounter obstructions of the trackline such as a fire hydrant, utility pole, or curb, we can move the legs out and around those obstructions on the fly, and the track continues to stay straight. That's a big bonus! We've been talking about that for years on pavers, and we're finally able to do that, and it's actually easy to do."

VariWidth and TeleEnd are utilized to reduce paving kit and tractor width change times to a quick 2 hours in most cases. These unique productivity options give contractors the ability to keep the S400 running more hours in a paving season, maximizing productivity and minimizing downtime.

The S400 is an innovative paver that offers unmatched versatility, low operating cost and productivity for G&Z customers. It offers all of the quality and function of the large G&Z pavers in an economical package.

NEW EQUIPMENT

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 23' (7m) 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.



TECHNOLOGY ONLY AVAILABLE 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, easily maneuver onsite, quickly reconfigure the machine, and transport to dramatically save time.

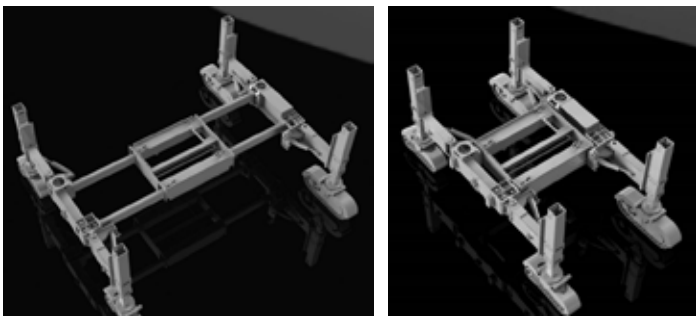
G&Z is committed to making its customers as productive as possible. G&Z offers a wide range of technologies to help contractors have as many paving days as possible during the season. Listening to contractors' needs and engineering patented solutions makes G&Z equipment: **Contractor Inspired. Guntert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

MAXIMIZE AVAILABLE PAVING TIME: 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 sections of kit. VariWidth is designed to eliminate the need to support the tractor or unbolt extension tube clamping pucks. VariWidth uses cam rollers and hydraulic clamping pucks to accomplish quick and easy tractor width changes.

VARIWIDTH TRACTOR WIDTH CHANGES



The VariWidth system features rollers and hydraulic clamping pucks to easily extend and retract tractor extension tubes without supports. VariWidth can cut tractor width change time from hours to minutes.

TELEEND TELESCOPIC END SECTION



The TeleEnd: Telescopic Paving Kit End Section offers 3 ft (1m) of quick change kit per side. A 6 ft (2m) width change can be accomplished by one or two people in as little as an hour. Larger TeleEnds available up to 6.5 ft (2m) per side.

MAXIMIZE AVAILABLE PAVING TIME: 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 SLEW DRIVE TRACK CONTROL



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

SMARTLEG SWING LEG SYSTEM



The SmartLeg system allows contractors to adjust the swing leg angle on-the-fly to maneuver around an obstacle without stopping production.

MAXIMIZE AVAILABLE PAVING TIME: EASY OPERATION & CONNECTIVITY

What's the use of great features and options without easily operable 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 IntelliMatics™, NoLine: stringless integration, and remote operability. As new technologies

come available, integration and operation should not be difficult and time consuming. EGON makes integration and operation simple and 'plug and play' to make 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 IntelliMatics™ 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 anywhere in the world for the contractor as well as for solving challenges with G&Z service personnel.

IN THE BOOTH: EGON

EGON IS PACKED WITH GREAT FEATURES

NEW EGON BELLY PACK

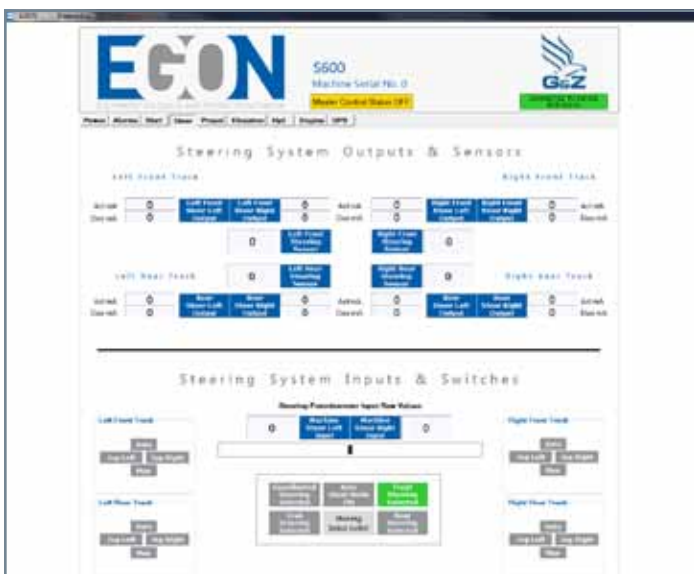


EGON Belly Pack console provides great flexibility to the operator. With the option to mount the entire console with the LCD display on any sensor arm or take the console remote, the EGON Belly



Pack is optimized for operator preference and task specific set-up. It features a rugged, jobsite ready design with a simple mounting rig for installation virtually anywhere it could be needed.

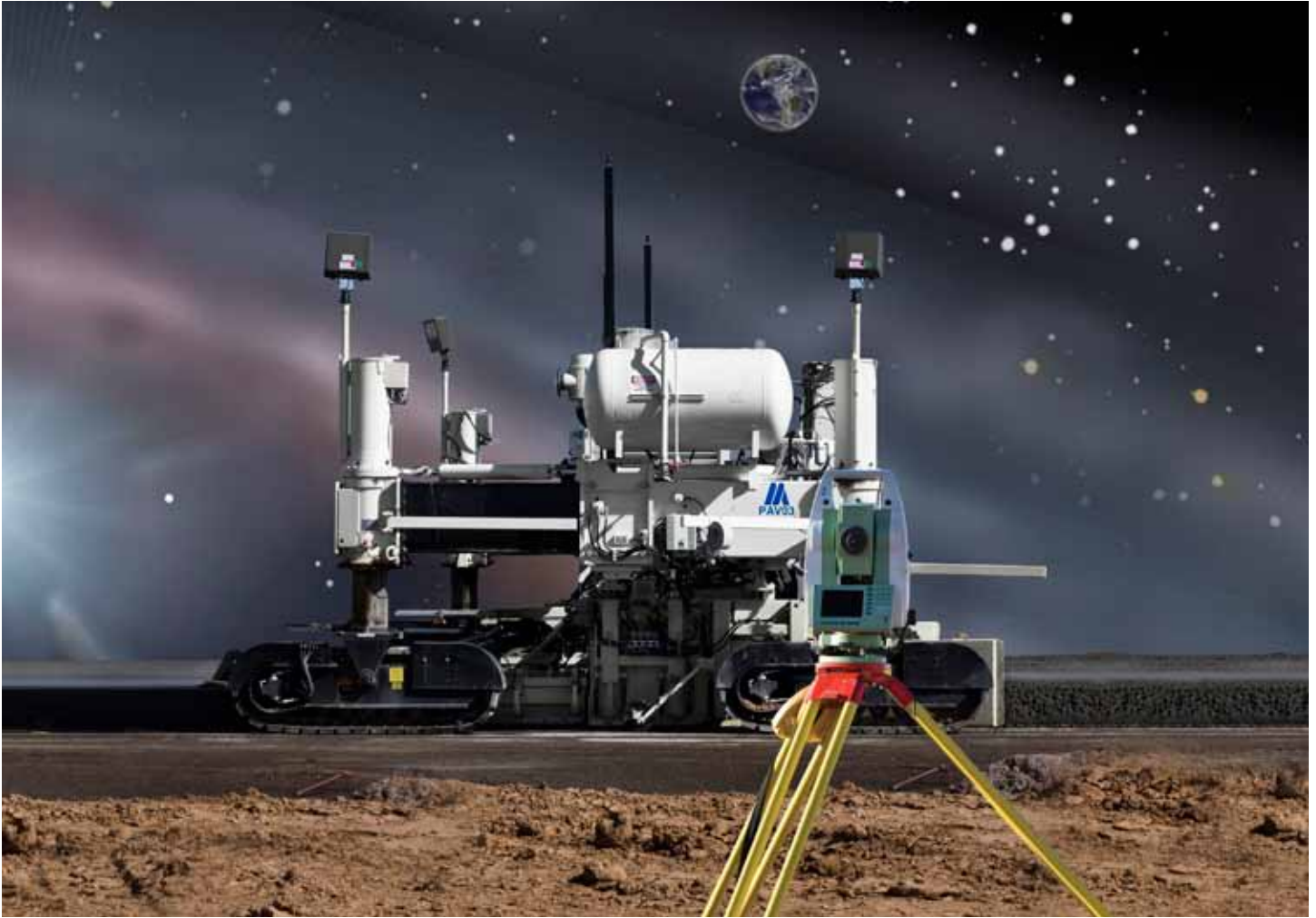
EGON INTELLIMATICS™



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.

IN THE BOOTH: NoLINE

STRINGLESS PAVING HAS NEVER BEEN EASIER



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

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

PARTS & SERVICE DEPARTMENT

YEARS OF EXPERIENCE



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

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

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

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



PARTS DEPARTMENT:
+1 (209) 924-1236



SERVICE DEPARTMENT:
+1 (209) 599-5604

CANAL LINING EQUIPMENT



Guntert & Zimmerman pioneered the use of mechanized and automated canal construction machinery starting in 1947. Through the years, G&Z's canal 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 flexible machine design is intended to allow the machine to be reconfigured for a wide variety of canal sections. They can even be converted for use on highway and airport paving. In regions of the world that rely heavily on irrigation such as the western United States, Spain and South Africa, G&Z equipment has been used to construct more than 80% of the existing concrete lined canals.

EAGLE TRENCHERS



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

CONVERTIBLE HIGHWAY AND AIRPORT EQUIPMENT



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



G&Z CONCRETE SLIPFORM PAVING EQUIPMENT

Guntert & Zimmerman's (G&Z's) Slipform Paving Equipment are the most trusted machines in the business. In 1956, G&Z pioneered and introduced the first concrete highway and airport slipform paver mounted on crawler tracks with automatic line and grade control. Today, G&Z offers a wide range of concrete slipform paver models along with other support equipment, such as mechanical Dowel Bar Inserters, Placer Spreaders and Texture Cure Machines to suit your present and anticipated future needs.

G&Z equipment designs are based on more 70 years of experience. G&Z paving equipment is built to last under the rigors of job site use, transport, and configuration changes. Unique productivity features are incorporated in the machine design to reduce the time required to transport, maneuver, and change paving widths without sacrificing the performance advantages contractors have come to expect from a G&Z.

CONCRETE SLIPFORM PAVERS



S400

6.5' - 24.5' (2 - 7.5m)



S600

8' - 31' (2.5 - 9.5m)



S850 (QB OR SL)

12' - 42.5' (3.5 - 13m)



S1500

18' - 52.5' (5.5 - 16m)

CONCRETE SLIPFORM PAVING SUPPORT EQUIPMENT



DBI

Dowel Bar Inserter



MP550

Material Placer



PS1200 PLACER SPREADER

18' - 41' (5.5 - 12.5m)



TC1500 TEXTURE CURE MACHINE

12' - 56' (3.5 - 17m)