



DURABLE SCREED METICULOUS MAT

MARTIN PAVING

QUALITY SUPPLIES EXPERIENCE

"The reason for going with the new Mauldin 1750-C paver? It was soundly built. All its components are heavy duty and balanced. We looked at quite a few small pavers for our driveway crews that were not built that way before we made our final selection. Once we found the Mauldin machine, however, there was no further discussion. That paver met our requirements to replace a paver that is no longer manufactured. Structurally, the 1750-C is built to last, especially its newly designed heavy Symphony Screed," said Vice President Leon Roy Martin.

The Mennonite work ethic is well known and highly respected throughout America. And nowhere does this manifest itself more than in Ephrata, Pennsylvania at Martin Paving, Inc. In 1974, Leon Martin formed the company after asking his three sons; Jerold, Leon Roy & Galen, if they would go into the hot mix asphalt paving (HMA) business with him.

They were all working for someone else at the time in a similar occupation. Their positive answer was the beginning of a very dynamic company. While officially semi-retired today, 73-year-old Leon Martin still shows up at the office at about 6 AM.

Martin Paving serves an area of about fifty miles in distance from its headquarters although, according to Jerold Martin, they have gone out as far as 150 miles on request of some of their long time customers. As an integral part of the company's operation, their new Mauldin 1750-C has helped strengthen the company's position of leadership in the asphalt paving industry in their territory.

"The majority of our work is with residential and small commercial projects. Two of our crews do driveways and parking lots that may go up to 400 tons large. The other paving crew works primarily for private developers. Eventually these subdivision streets will be accepted and maintained by the local governments," said Jerold Martin.

"Being that we are situated in the heartland of Amish country means that we are also called upon to pave barnyards, rural farm roads and on other projects on family farms. I can tell you that, if there is one thing that these people are proud of, it's the family farm. Many times we have had repeat paving business from two, three or four generations of family farmers. Quality, longevity and service are often as important as dollar cost to them," continued the firm's vice-president.

The sun was just making its presence known as the crew, with its new Mauldin 1750-C paver, was beginning its work. Estimator Delmar Weaver said the 1,500 square yard project would require about 90 tons of PENNDOT Type ID-2 mix to be put down in a thin 1" thick lift. The 1750-C's patented Symphony Screed was more than up to the task. The maneuverability of the Mauldin paver and its crew completed the chopped up job in about

half a day. The longest pulls, according to Foreman Gerald Hoover, (no relation to the farm's owners), were no more than 300 feet and 10 feet wide. Many passes were between eight and ten feet wide and from 25 to 50 feet in length.

The company philosophy has been to combine skilled and experienced paving crews with top of the line paving equipment for a particular application. It is company doctrine that there are no unnecessary members on a Martin Asphalt crew. The makeup of their typical small project paving crew consists of a paver operator/foreman, another screedman, a laborer, and a roller operator. Company truck drivers understand their responsibility to assist the asphalt crew whenever they need help with handwork. On larger parking lots, the extra truckers bringing additional asphalt, make up the supplementary men needed to service the paving operation.

In conjunction with this, it should be noted that one of the reasons Martin continually upgrades its pavers is to take advantage of every opportunity to lessen the amount of handwork that a project requires.

"One thing that I especially liked about the Mauldin paver was that it is hydraulic over electric as far as its operating systems. Many of the other small paver manufacturers are still using cable operating systems. That's from the 1960's era," continued Leon R. Martin.

"Almost every major asphalt contractor today has the power extendable screed. Not all that many appear to get the power extendable augurs, too. We find that this feature on our new Mauldin 1750-C gives us a more uniform mat while again reducing handwork for the crew, especially when we have to go very wide. The asphalt comes out to the end quick and evenly.

"You must maintain the new pavers more closely than machines with older, less complex, technologies. Proper lubrication is also critical. Our operators are responsible to the oil changing, greasing, and washing of their equipment. If you use them and haven't maintained them well, you will quickly find them to fail. The investment of time and money, for us, has proven to be well worth it.

"Once our crews learn what they are doing with the new technologies, they would be lost without them. Things have changed considerably since I started in this business as to what the new pavers can do. The name of the game today is to avoid as much of the physical work in paving as possible and to take advantage of the paver's capabilities," continue Jerold Martin.

No matter where they pave, Jerold Martin said "it's important when we work on someone else's property, we do it as if it were our own. The machines and trucks are

kept clean with citrus bio-degradable detergent or other user friendly products and solvents.

"This is our best form of advertisement. It has helped us get work, plus this is the way we want it. We are a Christian company and think that this is the way it should be done. It also creates a positive image for us and the asphalt industry." Jerold Martin further explained the necessity of doing this work right the first time. He explained that they often move into a development, and put down and compact only the base course asphalt. They move their forces off and go onto other projects. We are a Christian company and think that this is the way it should be done. It also creates a positive image for us and the asphalt industry."

"Maintenance is obviously very important to us. However, we don't run our machines to the point where we need to do an extensive

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overhaul on them. Our goal is to move them on and purchase a new paver before that time. That's false economy to keep it a long time. We plan on about an 8-year lifespan for our small pavers. That's about five years as a front line machine and three to four years of occasional use as a backup paver. Then its replacement time.

"We went with Mauldin because it laid a good mat. The machine was structurally built better than others that we've seen. In the life of our pavers, a heavier paver lasts longer for us and the Mauldin paver is where it needs to be and Mauldin is committed to their product," concluded Leon R. Martin.

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