

Dreykon Klus standardises with Bell and Bomag fleet

An unknown author once said: “Life is two-riffic with twins...”, and proving this statement in northern KwaZulu-Natal is a set of talented and highly qualified twins who are making their mark in the field of road construction and road rehabilitation.

Twins, Leon and Marc Klusener, hail from Vryheid and both obtained B.Sc Civil Engineering degrees at the University of Pretoria. Having studied with scholarships, they set about working back their time, Leon with the National Ports Authority in Richards Bay and Marc with a firm of consulting engineers in Pietermaritzburg. The twins though had a dream of owning their own civil engineering construction company and by 1997 their dream started taking shape.

“We founded Klus Civils in our home town of Vryheid in 1997 with a grader, tractor loader backhoe and an excavator, all pre-owned machines,” Leon says. “Thankfully Marc was still working with the firm of consulting engineers as our fledgling business couldn’t afford two partners at that time.”

At that stage, Klus Civils embarked on finding small contracts in road construction and civil infrastructure pertaining to roads from the KZN Department of

Transport but it proved to be a difficult task competing with many other emerging contractors.

As a consultant Marc Klusener had met the owner of an established contracting company Otto Dreyer and his company Dreykon, on a project in Mpumalanga. Dreykon was based in Harrismith and in 2002 the company merged with Klus Civils to become Dreykon Klus Civil Engineering Contractors. Sadly, Otto Dreyer passed away in 2004 and the Klusener brothers subsequently bought out his widow to gain full ownership of the business.

“We were looking for larger premises for our workshop when, in 2005, we came across this farm about 5km northeast of Dundee,” Marc says. The premises near Dundee was ideally situated for easier access to the company’s contracts, which by now spanned northern KwaZulu-Natal, Mpumalanga, Gauteng and the Free State.

The company has grown to employ 850 permanent staff, which includes site agents, supervisors, administration and maintenance staff and labourers. Contractually, the company needs to draw at least 30% of its labour-force from the areas where it works and support local SMMES as well.



In 2014, Dreykon Klus Civils (Pty) Ltd hived off 30% of its ownership to its employees in a BBBEE deal and this company presently boasts a CIDB rating of 8 and is a BBBEE Level 2 contributor. The parent company Dreykon (Pty) Ltd has a CIDB rating of 9.

The company employs around 25 mechanics to look after its fleet of yellow machines, which at the last count, numbers more than 100. Strict daily checklists and service intervals are adhered to with preventative maintenance seen as paramount. Oil sampling is also done diligently.

Working in road construction, Dreykon Klus Civil Engineering Contractors relies heavily on dependable haulage equipment that is suited for both public road and off-road conditions. The late Otto Dreyer had bought the first three Bell B20B Articulated Dump Trucks (ADTs) in the Free State and now with some 45 000 hours on their clocks, these three machines are still running.

“When we were growing up, we were exposed to Bell Equipment as a pioneering South African company and in 2005 when we needed to add to our haulage fleet due to obtaining more work, we bought three used Bell B20C ADTs in Bloemfontein,” Leon says. “These machines are also still performing well for us.”

The company now has a fleet of 16 Bell 20-ton ADTs with truck models spanning the B, C, D and the most recent E series. All are road legal for use on public roads when hauling material on construction and rehabilitation contracts.

“The Bell B20 ADTs’ road legality is a huge plus for us as the trucks move about comfortably between nearby sites and one does not always need a low-bed hauler to move them,” Marc says. “In addition to the three older B and C models respectively, we’ve put our faith in the marque with five D-series and five newer E- series models. The Bell B20E ADTs are producing remarkable fuel burn figures of around 10,5 litres an hour.”

The company also owns two Bell B20C Water Tankers, each holding 18 000 litres.

Road builders depend on compaction equipment and the Dreykon Klus contracting company is no different. Owning two rollers of some vintage, one a Bell machine and the other an older Bomag roller, Leon and Marc decided in 2015 to return to Bomag machines sold and maintained by Bell Equipment.

“We decided to standardise on the Bomag BW212 range and have, in the last year, taken delivery of five BW 212 D-40 Single drum (smooth drum) and two BW 212 PD-40 Single drum (padfoot drum) machines with a third padfoot roller expected at the end of February 2016,” they echo. “Proven technical back-up, spares availability and dedicated and trained technical personnel are all factors that we look for in an original equipment manufacturer and that we’ve found in Bell Equipment.”

The same can be said of the fleet of 10 Bell 315SJ and SK Tractor Loader Backhoes the company owns to go with two Bell L1204D Wheeled Loaders.

Recent and current roads construction contracts in KwaZulu-Natal include projects near Nongoma, Ulundi, Bulwer, Impendle, Tugela Estates, Hluhluwe, Paulpietersburg and Bergville. In Newcastle, the company is involved in the construction of services for a new housing development. In Mpumalanga it has worked on roads linking Leeuwnfontein to the Kendal power station, Standerton to the Thuthuka power station and the road linking Embuzini to the Samora Machel memorial near Komatipoort.

“We’re excited about what the future holds for our company and assure that when more contracts call for an expanded fleet of machines, we’ll turn to Bell Equipment who really seems to understand and appreciate the business we’re in,” Leon and Marc say.



Leon and Marc Klusener with Bell Equipment Sales Representative, Daniel van Huyssteen.

