

Bomag fleet gives Inyatsi Construction its competitive edge

Getting work in the field of infrastructural development is a tough task all over sub-Saharan Africa as margins shrink due to fierce competition. The only way to stay in business is to work smarter and to this end an Eswatini-based construction group is relying on sophisticated equipment from its choice original equipment manufacturer to stay ahead of the pack.

Inyatsi Construction Group Holdings was founded in Eswatini, formerly known as Swaziland, in 1982 and the company has since then, successfully completed projects in that country, South Africa, Mozambique, Namibia and Zambia. The company has built a solid reputation in roads construction and rehabilitation, multi-storey buildings, water purification works, shopping malls, airports, bridges, irrigation schemes and township development.

"Ours was the first company in Eswatini to recognise the advantages of working with Articulated Dump Trucks (ADTs) when we bought four Bell B18A ADTs from Bell Equipment back in 1991," says Kevin Grey, Inyatsi's Production

Technology Manager. "Thereafter followed more Bell 18, 20 and 25-ton ADTs and Articulated Haulers across the proven D- and newer E-series. This equipment has formed the backbone of our material haulage fleet for many years on large infrastructural projects and aggregate quarries."

In addition to its fleet of Bell manufactured trucks, Inyatsi has always relied on Bomag compaction equipment sold and maintained by Bell Equipment. This fleet had until recently consisted of Bomag BW212 Smooth Drum and Padfoot Rollers, a Bomag BW24RH Pneumatic-Tyred Roller, Bomag Tampers, Walk-behind Rollers and a Bomag MPH125 Recycler.



Inyatsi Construction Group Holdings Plant Manager, Donald Bokkelkamp (left) with Bell Swaziland Manager, Charlie Boucher and Inyatsi Construction Group Holdings Production Technology Manager, Kevin Grey.



"When we recently landed two large projects of a linear nature, we knew that to work smarter we'd need more modern equipment to assist us in meeting tight deadlines," says Donald Bokkelkamp, Inyatsi's Group Plant Manager. "The first project comprised of a 30km long water canal for irrigation water from the Lusip Dam to the Lusip Irrigation Scheme and we bought three Bomag BW211 Smooth Drum Rollers with padfoot clamshells and 30 Bomag BVT65 Tampers that were used extensively to compact backfilled sections where we had built the canal and installed siphon pipes to transfer water from one canal to another."

"A conscious decision to diversify into road surfacing, which includes the manufacture of hot mix asphalt paving, adding value to our already

established road construction repertoire, paid off when we were awarded two major roads projects of 11km and 14km respectively to complete the road connecting the new Mswati III International Airport to Manzini," he adds. "Inyatsi now offers hot mix asphalt, asphalt paving and asphalt patching in Eswatini."

Asphalt manufacturing is not a new concept for Inyatsi as the company has successfully completed a number of asphalt contracts across the African continent. To ensure that this venture will be delivering the high standard of workmanship that Inyatsi is known for, a very competent team using state-of-the-art equipment has been established.



Combined the management team has over 120 years of experience in asphalt production and paving. The asphalt plant situated at Sikhupe is a new and up-to-date Ciber iNova plant capable of mixing up to 120 tonnes per hour. The plant is a continuous counterflow type with a pugmill mixer that ensures proper binder coating and homogenous mixes.

The paving equipment has been carefully selected to ensure that it is suitable for all types of applications. At the heart of the operation is a Bomag BF300P Paver fitted with a level control system to ensure that thickness, level and riding quality parameters are met. This Bomag BF300P Paver is capable of paving up to 300 tonnes per hour and can pave widths from 1,7 metres up to 4,2 metres, making it suitable for both highway and township work.

"Proper compaction is vitally important and is ensured with the use of the compacting screed of the Bomag BF300P Paver, which in turn is supported by the use of a Bomag BW141AD50 Vibratory Double Drum Roller with an operating weight of 7 tonnes," Donald explains. "The drum width of 1,5 metres ensures an excellent static point loading of 23kg/cm or 75kN."

The Bomag BW24RH Pneumatic-Tyred Roller rounds off the final compaction. This roller has an operating weight of 24 tonnes, which can be increased to 27 tonnes with additional ballast or weights.

"Further proof of us committing to working smarter can be seen in us buying three new Bell 670G Graders for this road contract and confidently knowing that they will be around for a while afterwards," Kevin adds. "Two of the Bell 670G Graders have been fitted with Trimble laser-levelling equipment and we chose Bell Graders as we believe that they are the most technologically advanced graders on the African market today and ideally suited to African conditions where fuel quality can be challenging."

According to both Kevin and Donald, supporting Bell Equipment in Eswatini is a two-way street as their company can rely on the original equipment manufacturer (OEM) to supply quality parts with good availability and technical support by trained Eswatini mechanics which in turn proves the OEM's commitment to its clients and host country.