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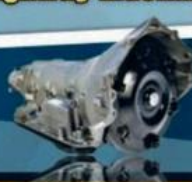




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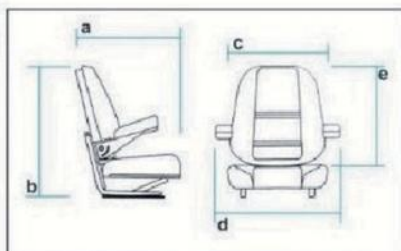
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- Battery maintenance should occur in conjunction with regularly scheduled Pms.
- Check and confirm the state of charge of the battery pack (prior to charging). If the SOC of the battery pack is below 12.4 volts the pack should be fully recharged to: Flooded battery = 12.65 volts; AGM battery = 12.85 volts.
- Make sure to check the state of charge of the battery pack and recharge if necessary before and after PMs, service or extended periods of non-use. We have seen multiple occasions where the batteries have been discharged to the point of failure from draws or parasitic leads related to scheduled maintenance.
- Check and confirm the security of hold-downs. If the battery is not secured properly, it can experience extra vibration and jolting that can damage the battery.

- Clean all terminal connections (group 31 studs or posts and cable lugs). Road dirt and grime/grease will reduce charge acceptance. Also, inspect battery cables for wear or damage and replace if necessary.
- *The following is extremely important!* When recharging, make sure to use charging adapters on all stud battery posts. Make sure the charging adapters are screwed tight on the stud so there is a good lead-to-lead contact between the post bushing and charging adapter.



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Day Driving VS. Night Driving



Every driver has their own unique tactic that work best for them while they're out on the road. Whether it's a special diet, exercise routine or podcast that keeps them going and fully energized, drivers have his or her very own trucking secrets. A question that is commonly debated is, "What's best option for truckers: day or night driving?" Opinions will of course vary depending on personal preference and experience, but both times of day have their own pros and cons. Below highlights the major perks and disadvantages between day and night driving so you can decide how to approach your driving technique.

What Influences the Decision?

First, it's important to note that not every driver will always have a choice on when they'll be required to drive. Often times the driving schedule revolves around various business needs such as pickup times, scheduled delivery dates and other demands from a retailer, manufacturer or logistics provider. Truckers do have preferences on when they'd prefer to drive, but for arguments sake let's say you have free range of how you'd like to log your driving hours.

Driving During the Day

Parking

Finding a place to park during the day is never a difficult feat to accomplish, or find, for a driver. Designated truck areas in rest stops tend to be open and have enough room for you to comfortably park if you need a break during your travels. The caveat however is that these areas will begin to lose vacancy fairly quickly as evening comes to an end. Plan ahead and time your rest for the night after a long day of driving to avoid desperation for parking.

Traffic

Arguably one of the worst parts of daytime driving is the possibility of hitting traffic. It's a frustrating experience if you get caught up in morning and afternoon rush hours, but a driver must keep their cool and avoid road rage until traffic frees up.

Energy and Alertness

A huge perk of driving during the day is that the human body tends to be most alert and awake during daytime hours. Yes, we all get sleepy sometimes come pretty much any time after noon, but a good cup of coffee and healthy foods will do the trick to keep you energized. Driving during the daytime also allows the driver to make no significant changes to their sleeping schedule.

Distractions and Obstacles

The day can provide some undesirable distractions and obstacles while on the road. Visibility is clearer than it'll ever be on a nice day, but a truck driver must be careful of losing focus on the road and paying too much attention to the landscape around them. Drivers must also be aware of the large quantity of drivers, construction zones, infrastructure damage and pretty much anything that operates during the day.





Driving at Night Time

Parking

Parking becomes a little more difficult at night. Truck stops can be busy and tend to fill up near the end of the day so drivers can rest for the night. If a "night-owl" trucker needs to take a break during their twilight drive, it may be best to plan accordingly. Try to accurately schedule your travel so you can park and rest in the customer's lot.

Traffic

By far the largest benefit of nighttime driving is the lack of other drivers on the road. There's no need to worry about severe traffic or anything of the sorts, but make sure to stay within the speed limit – no drivers doesn't mean it's a free for all. The few drivers you'll see navigating the roads with you, if any, shouldn't pose as an issue whatsoever.

Energy and Alertness

If you haven't gotten accustomed to a new sleep schedule since you're trucking through the night, nighttime driving isn't always the best option in this case. There are many ways to stay awake but dozing off in the dark can be very dangerous.

Distractions and Obstacles

Driving during the night has a lot less obstacles and distractions due to the lack of visibility on the road, but it's this lowered sense of your surroundings that is the only minor hang-up. Maintain your headlights are in working order, stay awake and keep an eye out for deer crossing the road and you'll get to your destination with no struggle at all.

The Conclusion

Unfortunately, this conclusion won't provide one single answer. Simply put, the best time to drive solely lies on how you personally analyze the points described above. Saying that there's no specific answer probably isn't the super climactic, defining answer you're looking for, however it will hopefully inspire you as a driver to weigh your options. If you have the flexibility to choose between day and night driving, you must remember to take the required rest time between extended driving periods. Drivers should never take on more than they can handle and getting enough rest is critical for all truck drivers to ensure the safety of themselves and others on the road around them.



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CRUSHING/MINING

EQUIPMENT

Bell Equipment
CMS Products
CTC Plant Company
Denver Truck Spares
Equipment Spare Parts
H.V.R Turbos
Perma Seating
Pex Hydraulics (KZN)
Rhino Hammers
Shin Li Trading cc
Sintech

HYDRAULIC EQUIPMENT

Komanco
Midplant Services
Pex Hydraulics (KZN)
Pro- Hyd
Rhino Hammers
Shin Li Trading cc
Sintech
SLP South Africa

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LIFTING EQUIPMENT

Perma Seating
Pro- Hyd
TVH PARTS SA

MACHINE HIRE

CTC Plant Company
TVH PARTS SA
Synergy WWL

PARTS

ATSA Compressors
Auto Cooling Solutions
Advanced Transmission
Bell Equipment
Cargo Crankshaft Rebuilding
CMS Products
CS Morritt
CTC Plant Company
Denver Truck Spares
Deutz Diesel Power
E & A Spares
Edmar Agencies
Equipment Spare Parts
Gears for Africa

Komanco
Jumanje Diesel Parts
LNE Agri Earth (Pty) Ltd
Midplant Services
Perma Seating
Pex Hydraulics (KZN)
Precision Diesel
Pro- Hyd
Rhino Hammers
Shin Li Trading cc
Sintech
SLP South Africa
Synergy WWL
The seat connection
Turbofix
TVH Parts SA

SEATS/ACCESSORIES

Perma Seating
The Seat Connection

SERVICES

ATSA Compressors
ATSE- services & Equipment
Auto Cooling Solutions
Bell Equipment
Cargo Crankshaft Rebuilding
CS Morritt
CTC Plant Company
Denver Truck Spares
Deutz Diesel Power
E&A Spares
Edmar Agencies
Equipment Spare Parts
Gears for Africa
Komanco
Midplant Services
Mzantsi Transmissions
Pex Hydraulics (KZN)
Pro- Hyd
Rhino Hammers
Sintech
The Seat Connection
Turbofix
TVH PARTS SA

STARTERS

CTC Plant Company
Denver Truck Spares
Gears for Africa

TRANSPORT/TRUCKS/

TRAILERS

CTC Plant Company
Denver Truck Spares
E & A Spares
H.V.R Turbos
Perma Seating
Synergy WWL

TURBOS

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TYRES

Bell Equipment
Denver Truck Spares
TVH PARTS SA



MARCH



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