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April
2026
VOLUME 32
NO. 4

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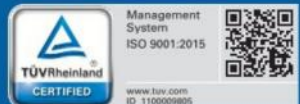
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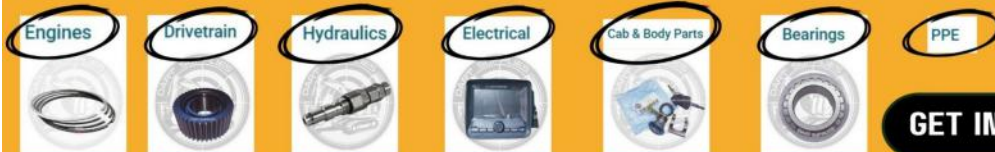


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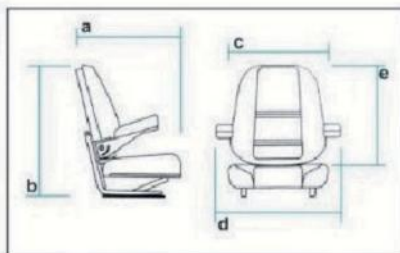
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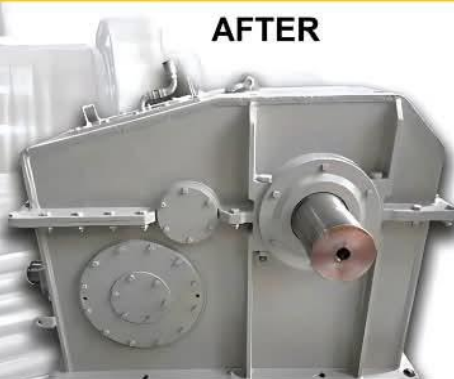
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- Check and confirm the state of charge of the battery pack (prior to charging). If the SOC of the battery pack is below 12.4 volts the pack should be fully recharged to: Flooded battery = 12.65 volts; AGM battery = 12.85 volts.
- Make sure to check 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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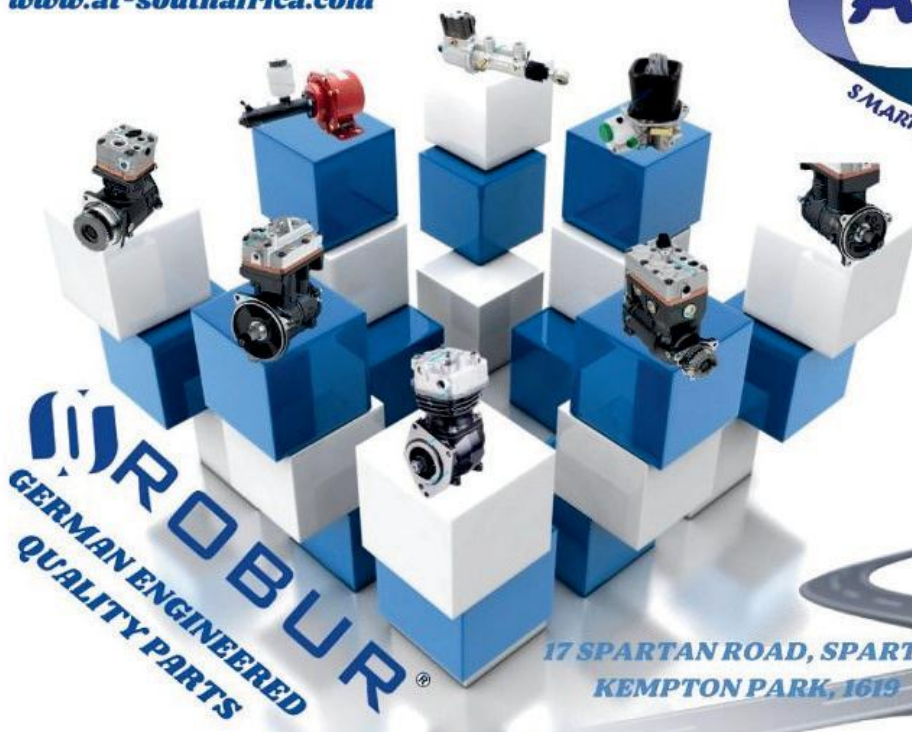
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BREDELL, KEMPTON PARK

11 CONSTRUCTION MYTHS:

Teaching The Truth About Construction

Why aren't young people interested in construction? Unfortunately, many people have antiquated perceptions about construction work and those who do that labor. If we want to keep our industry alive and thriving, we need to dispel those myths and misconceptions.

Myth #1: Construction isn't safe.

Construction has never been safer. There are rigorous federal, state, and company safety guidelines, machinery is equipped with fail-safe systems, and safety gear and equipment are more advanced than ever.

Myth #2: Construction is boring.

When you work in construction you get to solve problems, help grow your community, and be part of constructing what may come to be famous and historic buildings and landmarks. Do you think the guys building the Empire State Building ever got tired of that view?

Myth #3: Construction is only for men.

Women make up 3.4% of all tradespeople, 7.7% of project managers, 13% of construction firm owners, and 14% of construction and building inspectors.³ That's more than ever before, and those numbers will only continue to grow. Employment of women in construction is increasing at a rate 5X faster than the industry as a whole.³

Myth #4: Construction doesn't pay well.

This is perhaps one of the biggest public

misconceptions about construction. In reality, the average pay for construction workers in January 2020 was \$31.19/hour,⁴ which at 40 hours a week adds up to a yearly income of \$65,000 (which doesn't include any overtime). Add opportunities for career advancement, and construction can pay quite well.

Myth #5: All construction jobs are "dirty."

Sure, you can get down and dirty in some jobs, but other work in construction happens indoors or from the comfort of an air-conditioned machinery cab. Most construction work doesn't involve playing in the mud!

Myth #6: Construction is an outdated job.

Some people think of tradework as being old-fashioned, but construction is actually at the leading edge of technological innovations, including drones, mixed-reality head-sets, and autonomous equipment.

Myth #7: Construction requires rare, brute strength.

Construction is not just for the barrel-chested former linebackers among us, though those guys sure are helpful. Any able-bodied person with sufficient training can accomplish reasonable work on a jobsite, from swinging a hammer or laying wiring to operating a dozer or piloting a drone.

Myth #8: Construction doesn't let you use critical thinking.

The worst thing you can do on a worksite is turn off your brain; in fact, it's outright dangerous. Construction requires an active mind to sequentially plan out a project, anticipate potential problems, solve unexpected issues, take accurate measurements, complete various calculations, and keep an eye out for accident risks.

Myth #9: You don't grow or learn new things in construction.

Construction often requires specific technical or vocational training, or sometimes a guided apprenticeship. Plus, you learn new lessons from experience every single day on the jobsite. Many firms will continue to provide on-the-job skills and technology training throughout your employment.

Myth #10: Construction is only for people who can't get into college.

This is another popular (and rather insulting) misconception. For many people, construction is not a last resort, but their first choice over being stuck in an office every day after college graduation. Only in construction can you quickly earn required training, have the chance to work with your hands every day, and make more money than many who do earn a four-year degree.

Myth #11: Construction is not a career with advancement opportunities.

From starting as a construction helper or laborer, you can gain experience and training that helps elevate you into a skill-specific construction career. You can also apprentice under a tradesman and become a Journeyman, and eventually a master craftsman yourself. From a laborer or craftsman position, you can become a manager or foreman, or perhaps start your own business and be your own boss!

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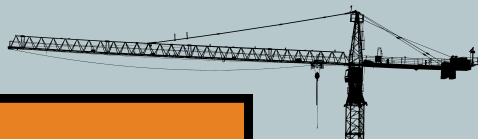
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