



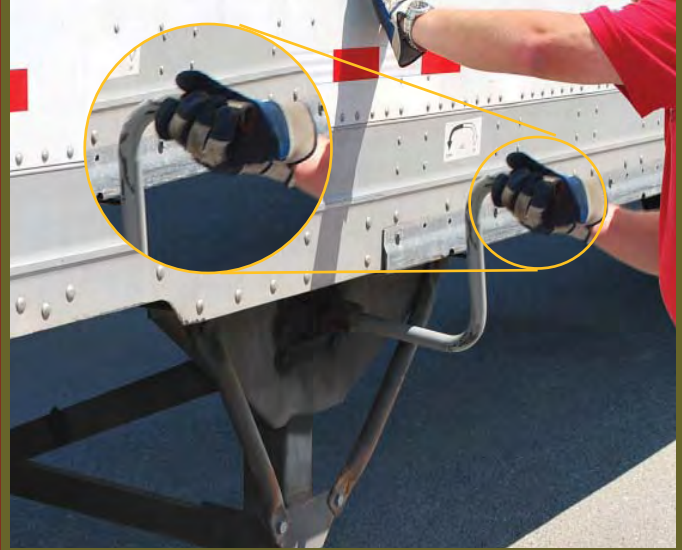
## Tips for making a safe landing

### Hazard



**The speed spin technique increases the chance of being struck by the handle.**

### Solution



**Use all fingers in a power grip to crank. Or even better — install electronic crank.**

When it's time to drop that trailer — you've got to put the landing gear down. Sometimes it's no easy task. It could be a lack of lubrication, damage to the assembly, or just not enough space between trailers. Even if the landing gear is maintained and undamaged it can still injure a driver's shoulder, wrist, back or face. Proper posture and technique can help reduce the potential for injury. Eliminating manual cranking of the landing gear is ideal and there are after-market features\* available to convert your system, but only you or your company can decide if the application makes sense for your trailer. When manually cranking the landing gear, use these tips to make the job safer:

- Visually inspect before cranking and report any problems to your maintenance department.
- Maintain good posture - brace yourself against the trailer with non-cranking hand. Avoid twisting your back while applying force as it can increase the likelihood of a back injury.
- Keep your face out of the handle swing arc.
- Don't "speed" spin the crank.
- Check for decal showing direction for raising and lowering and how to engage gears.
- Consider motorized options.\*

[www.KeepTruckingSafe.org](http://www.KeepTruckingSafe.org)

SHARP Program  
Department of Labor & Industries

Phone: 1-888-667-4277

E-mail: [TruckingNews@KeepTruckingSafe.org](mailto:TruckingNews@KeepTruckingSafe.org)

Produced by the Trucking Injury Reduction Emphasis (TIRES) Project with funding in part from CDC/NIOSH grant U60 OH008487.

Publication No. 90-52-2010 June 2010

\*Alternates to manual cranking can be found at:  
<http://www.gearuplosethecrank.com/index.html>  
<http://transportproductsolutions.com/GriffinTool.htm>