

Cranking dollies to raise and lower trailers is a normal part of a truck driver's workday. The amount of force required to crank dollies while raising and lowering landing gears varies. The force needed is dependent on the weight of the load in the trailer, the condition of the trailer and landing gear, the surface the truck is parked on, and environmental conditions.

A two-handed method is the safest way to crank a dolly. When cranking the dolly with two hands, the driver stands with one shoulder adjacent to the trailer using a staggered powered stance.



The driver is then able to use his or her body weight to assist with the pushing and pulling motion, thereby decreasing the stress on the shoulders and elbows. Also, shear forces on the spine decrease, as there's no twisting involved. The shoulder stays very close to the plane of the body. This allows larger muscle groups to generate the force required for the task.

Other things to consider include:

- Drivers should use the correct gear (high or low).
- A non-slip, easy grip surface allows for a firm grasp, and a power grasp should be maintained throughout the process.
- The handle should be long enough to place two hands next to each other.
- Steady pressure should be used to turn the crank. No fast, jerky movements should be used.
- Drivers should be encouraged to report any damaged landing gear that requires maintenance.
- It's important to always use proper footwear with a non-slip, supportive base.
- Drivers should keep their face clear of the handle
- Drivers shouldn't use the "two-finger spin" technique.