

Crane cab controls

Research commissioned by the HSE shows that there are some postural issues in crane cabs generally, and some, but acceptable, amounts of whole-body vibration.²⁴

Modern crane cabs (as shown in Figure 4) have some of the following ergonomic features:

- CCTV to see the pick-up and drop-off points;
- radio communications to speak with those on the ground;
- ergonomically designed seating with headrests and armrests;
- excellent vision with few obstructions;
- windscreen wipers to give clear vision in wet weather;
- load information displayed on screen;
- lighting inside the cab and external to it;
- heating/cooling inside the cab;
- joystick controller; and
- access often via a hooped safety ladder.



Figure 4: Inside a modern crane cab

Credit: Wan Fahmy Redzuan/Shutterstock.com

CASE STUDY

Kegworth air crash

On 8 January 1989, a Boeing 737-400 left Heathrow bound for Belfast with eight crew and 118 passengers on board. When it was 20 miles from East Midlands Airport, all those on board experienced unusual vibration and a smell of burning.

The 737 was the latest variant of the type and had a redesigned instrument layout in the cockpit. Training on the new variant had been poor and had included no time in a simulator. The co-pilot, who was trying to decipher which engine was on fire, had trouble identifying the failed engine from the instruments, as he was used to the previous layout. The pilot, who had a lot of experience in an older type of aircraft, dismissed information from the very small dials that showed engine vibration, and which had been known to be unreliable in the past.

When the wrong engine was shut down, the smoke in the cockpit receded, reinforcing the pilots' view that the correct decision had been made. By the time the pilots realised they had shut down the wrong engine, the plane did not have sufficient height to restart and land safely and crashed on the M1 motorway near Kegworth.