CHANCE RIDES MANUFACTURING, INC.
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Bulletin No: B408CRM138-0
Release Date: October 12, 2006
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SERVICE BULLETIN

Ride Manufacturer: CHANCE RIDES, INC.
Affected Production Dates: 1/31/96 through 8/1/98

Ride Name: CHAOS
Affected Serial Nos.: 408-00196 and 408-02097 and on

Model No.: 408

Abstract of Issue:
Passenger Restraint Bar Locking System Inspection and Operational Check (Rides Equipped With Hydraulic Lock Cylinders)

Reason For Release:

The passenger restraint system on the above noted CHAOS amusement rides incorporates one of the following restraint bar locking systems

- Three hydraulic lock cylinders on each vehicle - one for each primary restraint bar (shoulder bar) and one for the secondary restraint bar (T-bar)

  - - or - -

- Three ratchet locks on each vehicle - one for each shoulder bar and one for the T-bar (ratchet locks can be retrofitted to replace the hydraulic lock cylinders at the owner's option). **For the "Inspection and Operational Check Procedure" on rides which have been retrofitted with this system, refer to Service Bulletin B408CRM148-0.**

With either system, a redundant mechanical lock is provided for each restraint bar. In the event that the hydraulic lock cylinder or ratchet lock fails, the mechanical lock will prevent the restraint bar from opening.

Chance Rides Manufacturing, Inc. has become aware that some owner/operators are not maintaining and inspecting the restraint bar locking system as specified in the *CHAOS Service Manual*. If the locking mechanisms on any restraint bar do not operate correctly, multiple component failures on a seat can result in injury to passengers.

This bulletin is being released to provide additional information on the correct procedures to check the operation of the restraint bar locking system.

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Action to be Taken:

All owners of the above noted CHAOS amusement rides are required to inspect the condition of the restraint bar locking system and check its operation as described in the *CHAOS Service Manual* and this service bulletin.

All work must be performed by qualified personnel, capable of understanding the function of the parts and their proper installation. Use only those components authorized, specified or provided by Chance Rides Manufacturing, Inc. All applicable OSHA safety standards and safe industry practices must be observed.

Observe all safety information contained in the manufacturer's manuals. Make available this bulletin and all related technical information to personnel using the equipment.

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Detail of Issue

Inspection and Testing of Restraint Bar Locking System

The passenger restraint system on each vehicle incorporates a locking system for each shoulder bar and T-bar. All components must be in good working condition to ensure the safety of the passengers.

The following pages provide instructions for weekly testing of the restraint bar locking system.

This procedure requires two people. The vehicle back panel need not be removed. Access holes are provided for manual release of the restraint bar locking system components (See page 5 of this bulletin).

IMPORTANT: *This procedure does not replace any inspections described in the CHAOS Service Manual. It is to be used in addition to all previously published inspections.*

Always check both shoulder bars and the T-bar on every vehicle using the procedures provided in this bulletin and in the CHAOS Service Manual*.*

NOTE: *The procedure described in this bulletin applies to rides equipped with hydraulic lock cylinders.* ***If the ride has been retrofitted with ratchet locks, refer to Service Bulletin B408CRM148-0.***

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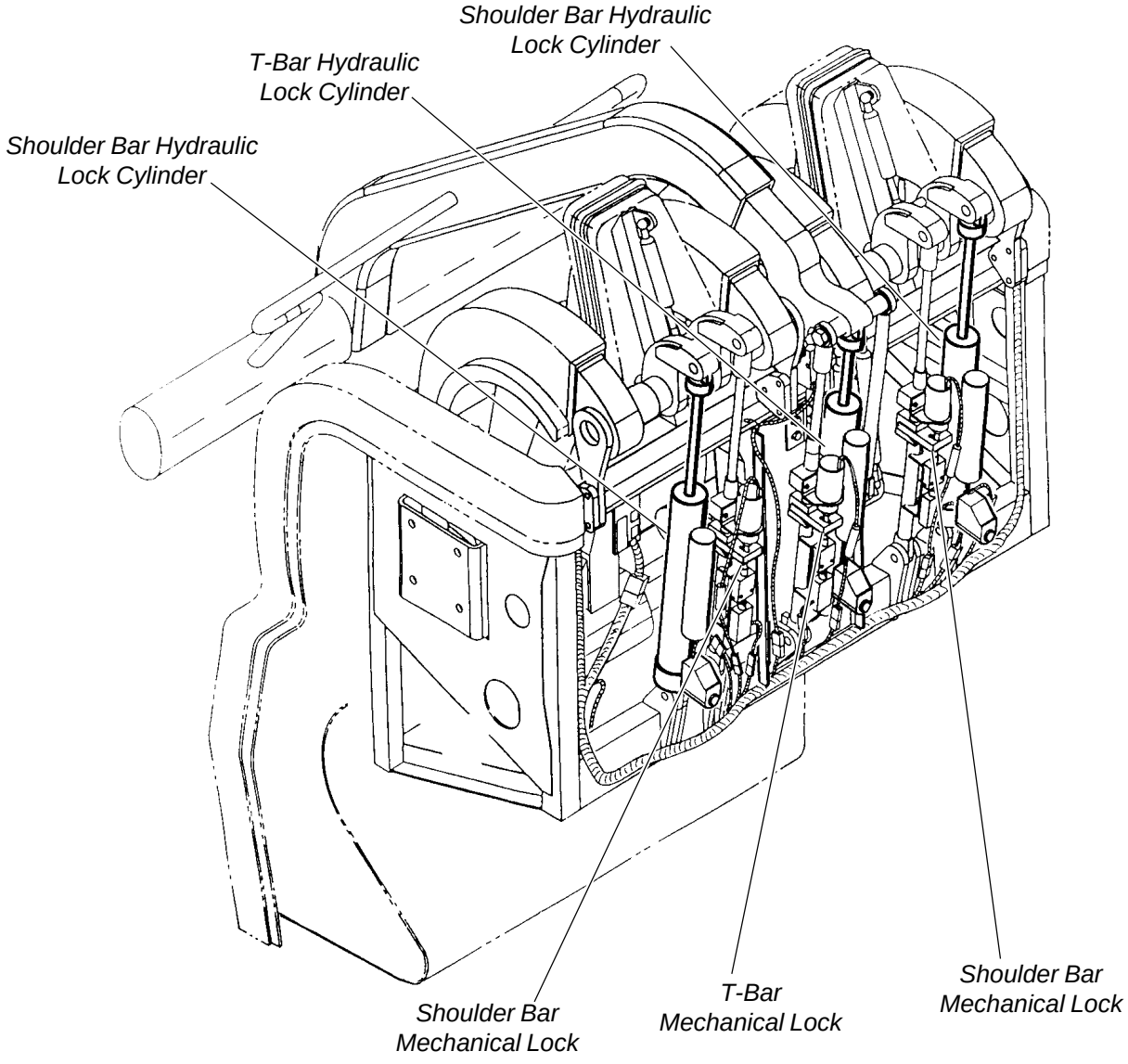
Detail of Issue (continued):

Restraint Bar Locking System on Rides With HYDRAULIC LOCK CYLINDERS



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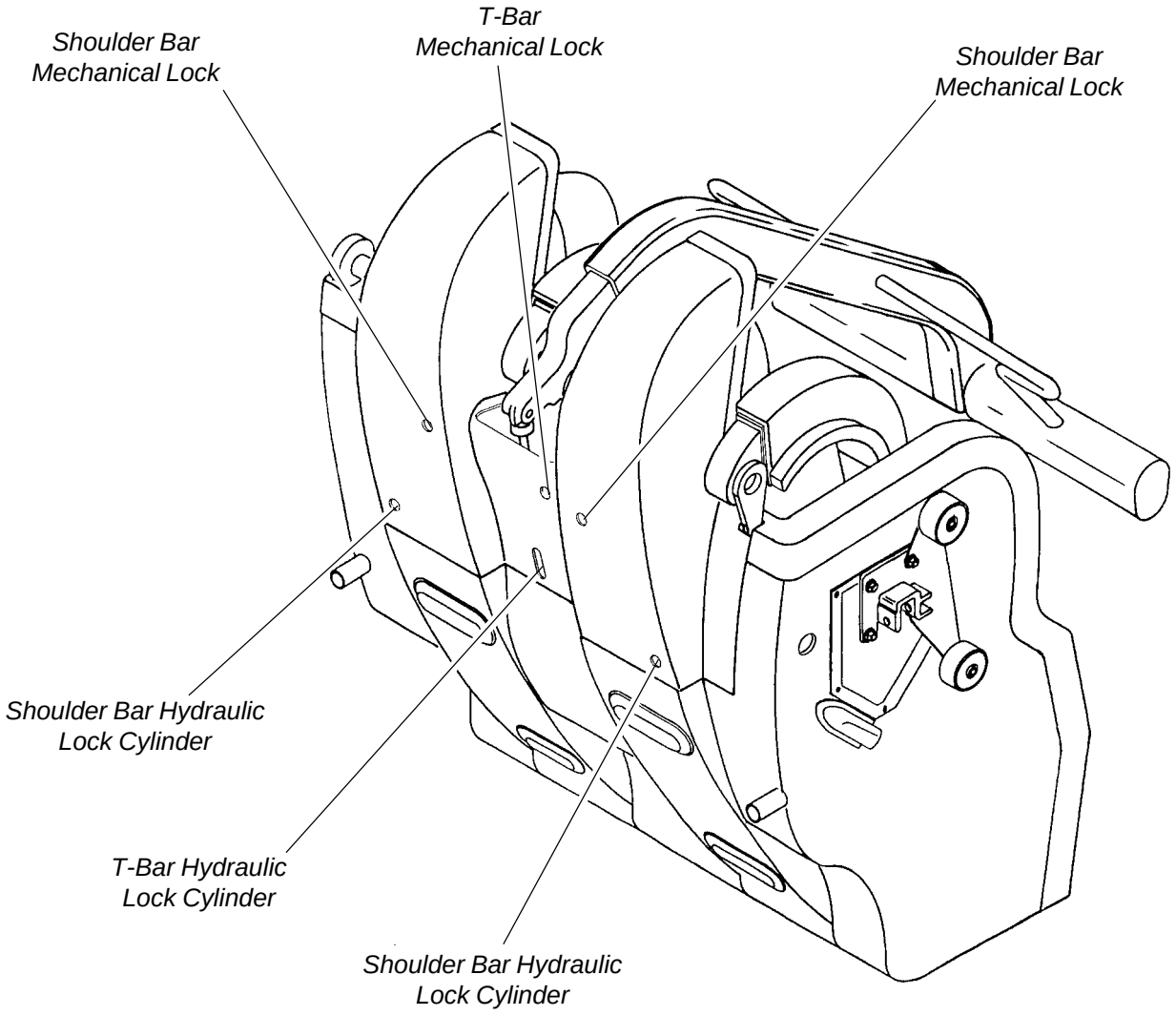
Detail of Issue (continued):

Access Holes for Manual Release of Restraint Bar Locking System



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Detail of Issue (continued):

1. With the LAP BAR SWITCH on the operator's control console in the "Close" position, close both of the shoulder bars on one vehicle.

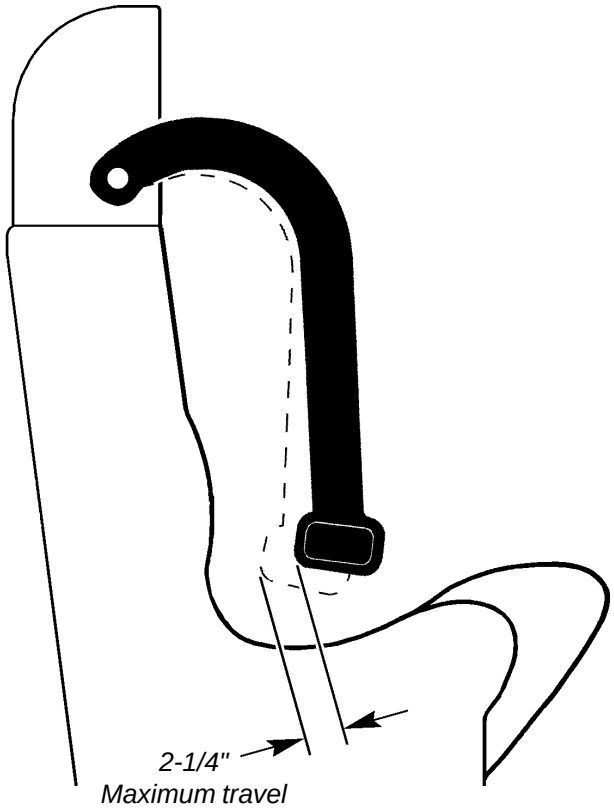
2. From the back of the vehicle, have the helper manually release the hydraulic lock cylinder for one shoulder bar (pull out the release plunger, or push the release button, depending upon which style release is on the hydraulic lock cylinder).

3. Try to open the shoulder bar. It must not open, because of the mechanical lock holding it.

   - Check the distance the shoulder bar travels before the mechanical lock stops it. Travel must not exceed 2-1/4".

   - If travel exceeds 2-1/4", repairs must be made before allowing passengers to ride in that vehicle.

   NOTE: *Excessive travel before the mechanical lock engages is usually the result of one or more of these conditions: wear or damage to the mechanical lock components, worn rod end bearings, worn restraint bar pivot bushings, or loose fasteners.*



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Detail of Issue (continued):

4. Close the shoulder bar completely and have the helper manually release the mechanical lock for the same shoulder bar.

5. Try to open the shoulder bar again. It must not open, because of the hydraulic lock cylinder holding it.

   • Check the distance the shoulder bar travels before the hydraulic lock cylinder stops it. TRAVEL MUST BE LESS THAN THE TRAVEL ALLOWED BY THE MECHANICAL LOCK IN THE PREVIOUS STEP. (**EXAMPLE:** If the mechanical lock allows the shoulder bar to travel 1-3/4", the hydraulic lock cylinder for that same shoulder bar must limit its travel to less than 1-3/4". This ensures that the shoulder bar is locked by the hydraulic lock cylinder first.

   • If travel exceeds this amount, replacement of the hydraulic lock cylinder is required before allowing passengers to ride in that vehicle.

IMPORTANT: *Record all measurements on the form provided the first time this inspection is performed. Keep this data for comparison to subsequent inspections.* ***The measurements must be recorded again at annual intervals.***

6. Repeat steps 2 through 5 for the other shoulder bar on that vehicle.

7. Close the T-bar on the same vehicle.

IMPORTANT: *The T-bar has gas springs to assist in opening it. Be prepared for the T-bar to raise without assistance when the locking system is manually released in the following steps.*

8. Have the helper manually release the hydraulic lock cylinder for the T-bar.

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Detail of Issue (continued):

9. Try to open the T-bar. It must not open, because of the mechanical lock holding it.

   • Check the distance the T-bar travels before the mechanical lock stops it. Travel must not exceed 2-1/4".

   • If travel exceeds 2-1/4", repairs must be made before allowing passengers to ride in that vehicle.

10. Close the T-bar and have the helper manually release the center mechanical lock by pulling up on the release lever.

11. Try to open the T-bar again. It must not open, because of the hydraulic lock cylinder holding it.

   • Check the distance the T-bar travels before the hydraulic lock cylinder stops it. THERE MUST BE ALMOST ZERO TRAVEL.

   • If the travel exceeds this amount, replacement of the hydraulic lock cylinder is required before allowing passengers to ride in that vehicle.

IMPORTANT: *Excessive travel of the T-bar must prevent the ride from operating. If the ride will start and run when the T-bar is not completely down, adjustment of the T-bar limit switch is required. When performing the "Passenger Restraint and Interlock System Operation Check" (described in detail in the CHAOS Service Manual), raise the T-bars only slightly from the full-down position to test the interlock system.*

12. Repeat the entire process on all vehicles so that every shoulder bar and T-bar has been checked.

ANNUAL Inspection of Restraint Bar Locking System

Perform the "WEEKLY Operational Check of Restraint Bar Locking System" procedure described in this bulletin. Record the measurements and compare to previous measurements. Increasing travel distances are an advance sign of component wear. Replace components as required, or have them on hand to minimize potential downtime during the busiest times of the operating season.

CHAOS Restraint Bar Lock Inspection

(Rides Equipped with Hydraulic Lock Cylinders)

Ride Serial Number	Person Performing Inspection	Date

Vehicle Number	Travel Before Lock Engages					
	IMPORTANT: *"B" Dimension must be less than "A" for any specific shoulder bar*					
	Shoulder Bar (Left Hand)		**Shoulder Bar** (Right Hand)		**T-Bar** (Center)	
	"A" Mechanical Lock (Maximum 2-1/4")	"B" Hydraulic Lock	"A" Mechanical Lock (Maximum 2-1/4")	"B" Hydraulic Lock	Mechanical Lock (Maximum 2-1/4")	Hydraulic Lock (No travel allowed)
1						
2						
3						
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