

**Eli Bridge Company**

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Bulletin No.: 060131-13

Release Date: January 31, 2006

Effective Date: January 1, 2006

Supersedes: None

Completion Date: Various

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SERVICE BULLETIN

Ride Manufacturer: Eli Bridge Company

Affected Production Dates: All

Affected Serial Nos.: All

Ride Names: Seats on the Scrambler®, Trailer-Mounted Scrambler® (TMS), Retro-Fitted Scrambler® (RS)

Abstract of Issue: Seats on a BIG ELI SCRAMBLER®, TMS®, or RS are constructed with the intent of longevity and durability. They are designed like an aircraft wing to be strong, but light. However, they must be properly handled and maintained to retain the integrity of the design. When inspecting seats, the inspector would do well to imagine flying in a plane with a wing that is in the same condition as the seats being inspected – would the aircraft wing pass inspection? If not, the seat should not pass either.

The SCRAMBLER® seat depends on the two “skins”, the three flanged ribs and the “box” on the seat back to give the seat its structural integrity. There is NO additional frame inside to strengthen the seat. The rib flanges, to which the inside and outside skins are riveted, develop the major strength of the seat. Damage may begin to appear in the seats of a SCRAMBLER® over time from wear, abuse and/or fatigue. There are different levels or types of damage. They are: Minor Damage, Moderate Damage, Extensive Damage or Fastener Issues/Damage which includes Flaking Aluminum Tabs and Missing or Loose Rivets and Bolts.

Reason For Release: Many seats have been sent in to the factory or observed by Eli Bridge Company personnel in operation with missing rivets, loose rivets, with minor, moderate and extensive skin and rib damage and/or which were improperly repaired. Also, personnel have observed non-conforming or missing cushions, and flaking on aluminum tabs. We have also observed that some seats appear only slightly damaged on the outside, but when they are opened up to replace a rib or skins, for instance, the inside of the seat has much more serious damage. This includes extra holes in the flanges even becoming slots, severe corrosion, debris wearing out the inside of the metal and rivets, etc. The extra holes occur when the person repairing the seat does not match up the new holes in the skin to the original holes in the flange.

- (a) **Minor Damage** consists of a non-invasive dent, such as a small dent in the skin that is not in the area of a rib connection. It also includes an improper patch covering a small hole in the inside skin or the outside skin which has no cracks emanating from it. This type of damage should have a time limit to be repaired of before the next season starts.
- (b) **Moderate Damage** consists of one or two structural issues, such as a cracked rib or a small hole underneath the seat cushion. These need to be repaired as soon as the parts can be ordered in, at the most, within 30 days.
- (c) **Extensive Damage** consists of major structural damage to any three or more of the five major components of a Scrambler® seat. The five major components of a seat are the back (including the back rib), the inside rib, the front rib, the inside skin and the outside skin. For example, damage to two of the three ribs and a skin (or more), or 2 skins and a rib (or more) is considered extensive damage. This amount of damage is generally cause for replacement. This is because most of the 4,000+ fasteners need to be drilled out to remove the damaged parts. This leaves essentially no structure to start putting the seat back together. Also, all the 4,000+ fasteners then need to be replaced with new ones. Few shops have all the necessary tools and fixtures for this type of repair and the cost of the parts and labor can be more than the cost of a new seat shell. Extensive damage should be fixed immediately, before the seat carries any more passengers.
- (d) **Fastener Issues/Damage** include missing rivets, loose or corroded rivets and flaking aluminum seat tabs. If your Scrambler seats have any of these issues, the fasteners must be replaced (i.e. replace the rivets with the proper size and type of rivet, replace the tabs with steel tabs) before operating that seat.

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Ride Names: SCRAMBLER®, Trailer-Mounted SCRAMBLER® (TMS®), Retro-Fitted SCRAMBLER® (RS)

(Cont.)

Action to be taken: 1) All Scrambler® seats should be thoroughly inspected immediately. Begin with the information in your *Operation and Maintenance of BIG ELI Scrambler® Manual* in the section on "SEATS" pages 69 through 91 of the 2/73 edition. You should also review your *"Instructions for Erecting, Operating and Servicing the BIG ELI Scrambler®"* manual for all the references to the seats. Immediate thorough inspection (then follow the Scrambler Seat Inspection log included, thereafter) of all BIG ELI Scrambler® seats to include the following:

- All fasteners, including rivets, must be properly installed: original size, in original holes, no looseness allowed, and must be straight. Also See Bulletin #060131-13 released January 31, 2006.
- Handlebars must latch properly, without having to lift up the bar to attach.
- The Lapbar must be installed and in proper working condition.
- The WARNING decal must be installed and in good condition and clearly legible.
- The secondary latch must be installed and in proper working order.
- Rubber bumpers must all be properly installed.
- Ribs must be free of cracks, especially inspect around the hinge points.
- Ribs must be free of damage (deformation not allowed) at the flange area, where they are riveted to the inside and outside skins.
- Skins must be free of cracks, holes (other than for fasteners), and deformations.
- No corrosion, especially around the riveted areas.
- The steps must be free from cracks, properly fastened and have the complete step surface, including the 90 degree bend at the bottom, covered in non-skid material.
- Cushions on the SCRAMBLER® seat and the side to the right of the patron must be the proper size and in good condition. The seat back is not required to have a cushion but must at least have a vinyl covering, not bare aluminum.
- The stepping surface of the footbottom must have a secondary reinforcement properly installed and in good working condition, i.e. a 13" X 36" wooden board or piece of treadplate (no sharp corners or splinters on either).

2) The damaged part must be properly repaired or replaced.

- Minimally damaged areas on the inside and outside skins can be repaired using standard repair patches and rivets (with instructions) available from Eli Bridge Co.
- Damaged or worn parts such as rubber bumpers, nyliner bushings, decals, etc. must be ordered and replaced.
- Cracked or broken ribs must be replaced.
- We believe that field repairs to SCRAMBLER® seat ribs should not be attempted. The factory should be consulted before repairs of this nature are attempted. Have a digital picture ready to email to elibridge@aol.com before the consultation.
- If it is determined that the seat(s) is in need of "skin" repair, contact Eli Bridge Company to arrange for seat analysis. If a conclusion is reached that the seat(s) can be field repaired then the repair kit and procedure can be furnished. If the seat is beyond field repair, then the seat(s) will need to be returned to the factory for repair.

SCRAMBLER SEAT INSPECTION LOG Date: _____

This log is a basis for inspection and not intended to be all-inclusive. It is imperative that you read your *Operation and Maintenance of BIG ELI Scrambler® Manual* in the section on "SEATS" pages 69 through 91 of the 2/73 edition and your "*Instructions for Erecting, Operating and Servicing the BIG ELI Scrambler®*" manual for additional pertinent information. If you notice any unusual wear, add to this list to watch. Also see your corp. inspection requirements and add them in, as well.

Inspect according to the following Inspection items and frequency, at a minimum. Initial each and note corrective action, if any action is necessary.	Daily	Daily	Daily	Daily	Daily	Daily	Weekly	Monthly	Initial	Notes, comments and/or corrective action.
All fasteners, including rivets, must be properly installed: original size, in original holes, no looseness allowed, and must be straight.										
All fasteners must be free of corrosion, deformation or visible wear.										
Handlebars must latch properly, without having to lift up the bar to attach.										
The Lapbar must be installed and in proper working condition.										
The WARNING decal must be installed and in clearly legible condition.										
The secondary latch must be installed and in proper working order.										
Rubber bumpers must all be properly installed and free from being overly worn (rubber worn below rivet heads) – on the ribs by the hinges and on the footbottom for protection when folding up.										
Ribs must be free of cracks, especially inspect around the hinge points.										
Ribs must be free of damage (deformation not allowed) especially at the flange area, where they are riveted to the inside and outside skins.										
Skins must be free of cracks, holes, and deformations.										
Skins and ribs must be free of corrosion, especially around the riveted areas.										
The steps must be free from cracks, properly fastened and have the complete step surface, including the 90 degree bend at the bottom, covered in non-skid material.										
Cushions on the Scrambler® seat and the side to the right of the patron must be the proper size and in good condition. The seat back is not required to have a cushion but must at least have a vinyl covering, not bare aluminum.										
The stepping surface of the footbottom must have a secondary reinforcement, with a non-skid surface, properly installed and in good working condition, ie. a 13" X 36" wooden board or piece of treadplate (no sharp corners or splinters on either).										
The widest part of the gap between the hole for the seat pin and the pin itself must be less than or = 3/64" (Hole inside diameter – Pin outside diameter < or = 3/64")										
There must be no flaking on the seat tabs and no visible cracks.										
The seat tabs must be solidly attached to the seat.										

To accompany Scrambler Sear Repair Bulletins 060131-12 and 060131-14