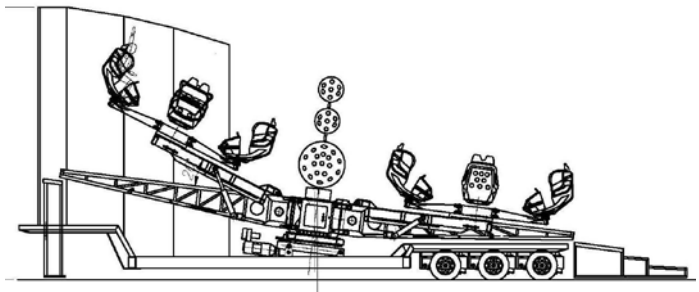


TECHNICAL BULLETIN

Title:	CRAZY DANCE	
Bulletin N°.	13.000.01	
Release Date:	21 June 2017	
Effective Date:	Immediately	
Reported by:	Mr Enrico Fabbri	
Ride Name:	CRAZY DANCE	
Manufacturer	FAR Fabbri (Italy)	
Type/Version:	ALL	
Affected Serial N.:	ALL	
Final Instruction:	Recommended	

DISCLAIMER

Mr. Fabbri Enrico issues this notification for the benefit of owners of amusement rides as a service to the industry and in the interest of employees and public safety based on updated information received by third parties and related to manufacturers out of business. We recommend the users to evaluate in an independent way the published material with the help of professional advice in order to foresee any possible legal, normative, civil and penal specific consequences. Although the information and the data here published are obtained from sources that are considered reliable, we do not supply any guarantee about their accuracy and entirety. We do not accept any responsibility/liability for possible damages resulted from the use, misuse or not use of any information contained in this document. Mr. Enrico Fabbri is not a professional engineer.

UPDATED INFORMATION ABOUT FAR FABBRI SRL

We inform you that the original manufacturer FAR Fabbri Srl, Via Giovecca 1008, 45032 Bergantino (RO), Italy, is out of business. On the base of the European standard EN-13814, the owner of the ride replaces the manufacturer in all the duties and responsibility related to any technical update of the equipments.

ABSTRACT OF ISSUE

Cracks of main structure of steel structure holding the passenger's vehicles.

REASON FOR RELEASE

BACKGROUND

We have been informed that a steel structure of the "satellite" which holds the passenger's vehicles relates to the equipment named "Crazy Dance" has broke down near vehicle connection. Results are that passenger's vehicle was almost completely detached. Failure of any of these structural components could results in serious injury passengers, employee and bystanders.

ANALYSIS

We have not been able to see the parts, however based on the photos and information received, we point out:

- (a) The attraction was in operation for approx. 15 years
- (b) Cracked surfaces show strong evidence of rust, meaning that cracks in steel were in action since long time
- (c) Fresh cracked surfaces (the one in shiny color in the picture) show that at the moment the structure collapsed only a very small portion of the steel section was remaining
- (d) Steel parts were painted in black color (more difficult to see cracks on materials)

These conditions can be the results of excessive stress generated during the operation of the Equipment. We also remind that operators should not let the Main Plate and the Satellites run over the maximum speed limits established in the original manual instructions, furthermore the direction of rotation of the Main Plate should be always opposite of the direction of rotation of the Satellites.

Here enclosed some photos of the damaged components



ACTION TO BE TAKEN

Base on our experience, we recommend all owner/operators of the above equipment to evaluate these information and any of these possible actions, or any additional actions, with a local professional Engineer.

1. **Immediately:** Visual inspection of these components; then a weekly visual inspection
2. **As soon as possible:** Non Destructive Test (NDT) of these components, as minimum every three year if the equipment has less of 10 years in operations; Non Destructive Test (NDT) of these components, as minimum every year if the equipment has more than 10 years in operations
3. **Monthly:** Check of the maximum speed of the Main Plate and Satellites
4. Any additional inspection of other components related or joint to these parts

FUTURE ACTION TO BE TAKEN

It is our opinion that these components are subjected to heavy alternative stress, therefore the resistance to fatigue is less than 35.000 hours. For this reason we believe that owners/operators should consider to replace the "Satellites" after 15 years of operation. The repair of such heavily cracked steel structure, for example by re-welding the pieces together, is here strongly not recommended.

ADDITIONAL INFORMATION

PREVIOUS BULLETINS

As a reference, see also other safety or technical bulletins here enclosed, issued in the past, that could be related to the same equipment or component.

CARE DURING WORKS ON THE EQUIPMENTS

1. 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 reliable and professional supplier. All applicable local standards and safe industry practices must be observed.
2. If you purchase any steel components made sure that these components has certificate of quality of steel and NDT welding inspection if required by original design or if recommended by the supplier or by owner/operator engineer. These certificates should be added to the equipment Logbook (Device-log).
3. Once all new, or repaired, or modified components are installed, we suggest that a professional engineer inspect the overall procedure with a final test. Documentation about assembling and test should be added to the equipment Logbook (Device-log).
4. Observe all safety information contained in the manufacturer's manual. Make available this bulletin and all related technical information to the operator the Equipment.

WE ALSO REMIND YOU THAT

Based on European Standard EN-13814 and based on International Standard ISO-17842 a local independent professional engineer should inspect and certify the Ride, as minimum, one yearly basis. These inspection are often suggested by the majority of professional manufacturers. Report of this inspection shall be filed in the equipment Logbook (Device-log).

DRAWINGS

Find here enclosed drawings for the sole purpose of correct identification of the components.

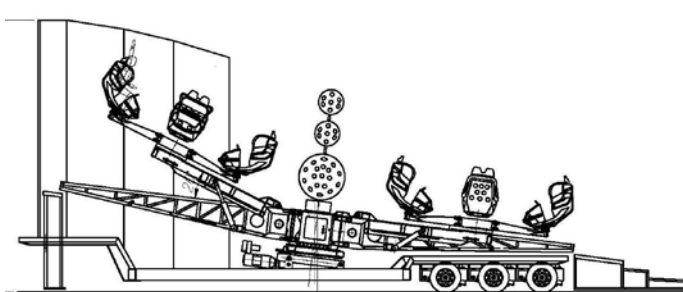
OTHER LANGUAGES

For any interpretation, the English version is considered to be the official one

Issued by:

Mr. Fabbri Enrico
Mechanical Technician
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BULLETIN TECHNIQUE

Titre:	CRAZY DANCE	
Bulletin N°.	13.000.01	
Date Publication:	21 Juin 2017	
Date de Efficacité:	Immédiatement	
Présenté par:	Sig. Enrico Fabbri	
Nom du Manège:	CRAZY DANCE	
Constructeur:	FAR Fabbri (Italy)	
Type / Version:	TOUS	
N. de série affectés:	TOUS	
Instructions finales:	Recommended	

AVERTISSEMENT

M. Fabbri Enrico émet cette notification sur la base des informations mises à jour reçus de tiers et concernant des fabricants qui ne sont plus en affaire, au bénéfice des propriétaires d'attractions et comme service à l'industrie et dans l'intérêt de la sécurité des opérateurs et du public. Nous recommandons aux utilisateurs des manèges d'évaluer de manière indépendante le matériel publié avec l'aide de conseils professionnels afin de prévoir toute éventuelle conséquence juridique, normative, civile et pénale spécifique. Bien que les informations et les données publiées ici soient obtenues à partir de sources considérées comme fiables, nous ne fournissons aucune garantie quant à leur exactitude et leur intégralité. Nous n'acceptons aucune responsabilité/obligation pour les éventuels dommages causés par l'utilisation, une mauvaise utilisation ou non-utilisation de toute information contenue dans le présent document. M. Enrico Fabbri n'est pas un ingénieur professionnel.

MISE À JOUR D'INFORMATION SUR LE FAR FABBRI SRL

Nous vous informons que le constructeur d'origine de ce carrousel, FAR FABBRI Srl, Via Giovecca 1008, 45032 Bergantino (RO), Italie, a fermé l'entreprise. Sur la base de la norme européenne EN-13814, le propriétaire du manège remplace le constructeur dans toutes les fonctions et responsabilités liées à chaque mise à jour technique de l'attraction.

EXTRAIT DU BULLETIN

Fissures dans la structure principale de support de la gondole des passagers.

MOTIFS DE PUBLICATION

CIRCONSTANCES

Nous avons été informés que dans un manège appelé « Crazy Dance », un bras d'un satellite qui soutient la nacelle des passagers a cassé juste près de la tige de support de la nacelle. Le résultat est que le navire à passagers était presque complètement détachée du bras. La rupture de l'un de ces éléments structuraux pourrait causer des blessures graves aux passagers, aux opérateurs et aux spectateurs.

ANALYSE

Nous ne pouvons pas voir les parties cassées, mais sur la base des photos et des informations reçues, nous pouvons indiquer que:

- (A) Le manège en question fonctionne depuis plus de 15 ans
- (B) Les surfaces de rupture montrent de fortes traces évidentes de rouille; cela signifie que les fissures dans le matériau étaient présents depuis longtemps
- (C) Les surfaces récentes de rupture (en couleur métallique dans la figure) montrent que, au moment de la rupture était resté seulement une petite partie de la section de métal intacte
- (D) La partie de fer a été peint en noir, ce qui rend la détection de fissures plus difficile

Ces conditions sont le résultat de contraintes excessives générées pendant les travaux du carrousel. Ici, nous rappelons également que les opérateurs ne doivent pas tourner le plat principal et les satellites à des vitesses qui dépassent le maximum prévu dans les instructions du manuel d'utilisation et entretien d'origine du carrousel, et aussi le sens de rotation du plat principal doit toujours être opposée à la direction de rotation des satellites.

Ci-dessous quelques images des composants endommagés



LES MESURES À PRENDRE

Sur la base de notre expérience, nous recommandons que tous les propriétaires / exploitants du manège mentionné ci-dessus évaluent ces informations et chacune des actions possibles suivantes, ou toute autre action supplémentaire avec un ingénieur professionnel local.

1. **Immédiatement:** inspection visuelle de tous ces composants; puis inspection visuelle hebdomadaire
2. **Dès que possible:** Contrôle Non Destructif (CND) de ces pièces au moins une fois tous les trois ans dans le cas où le manège a moins de 10 ans de fonctionnement; Contrôle non destructif de ces pièces au moins une fois par année dans le cas où le tournoi a plus de 10 ans de vie active.
3. **mensuel:** Vérifiez la vitesse maximale des satellites et du Plateau principal.
4. Inspection supplémentaire d'autres parties reliées ou connectées aux parties en question.

MESURES À PRENDRE

Il est de notre avis que ces composants sont soumis à des tensions alternatives très fortes, donc sa résistance à la fatigue est inférieure à 35.000 heures. Pour cette raison, nous croyons que les propriétaires/opérateurs devraient envisager de remplacer les « Satellites » après 15 ans de travail. La réparation d'une telle structure en acier fortement fissurée, par exemple avec ressoudage des pièces, est ici fortement pas recommandé.

INFORMATION ADDITIONNELLE

BULLETINS PRÉCÉDENTS

À titre de référence, voir également les autres bulletins techniques et de services ci-joints et émis dans le passé, qui pourraient être liés au même équipement ou composant.

SOIN PENDANT LES TRAVAUX SUR LES MANEGES

1. Tous les travaux doivent être effectués par du personnel qualifié, capable de comprendre la fonction des différentes parties et leur correcte installation. Utilisez uniquement des pièces approuvées et spécifiquement fournis par des fournisseurs fiables et professionnels. On doit respecter toutes les lois, règlements et procédures locales applicables à la sécurité industrielle.
2. Si vous achetez des composants en acier, assurez-vous que ces composants sont fournis avec certificat de qualité de l'acier et que soient effectués les essais non destructifs (NDT), si exigés par les dessins originaux ou si cela est recommandé par le fabricant ou par l'ingénieur du propriétaire/opérateur du manège. Ces certificats et les résultats des tests d'essais non destructifs doivent être inscrits dans le Logbook (Device-log).
3. Une fois que les nouveaux composants réparés ou modifiés soient installés, nous suggérons qu'un ingénieur professionnel inspecte la procédure générale avec un test final. La documentation relative au montage et au test doivent être ajoutés au Logbook (Device-log).
4. Respectez toutes les informations de sécurité contenues dans le manuel du constructeur. Mettez à la disposition ce bulletin et tout ses informations techniques au personnel qui conduit le manège.

NOUS VOUS RAPPELONS ÉGALEMENT QUE

Sur la base de la norme européenne EN-13814 et basée sur la norme internationale ISO-17842, un ingénieur professionnel indépendant local devrait inspecter et certifier le Manège au minimum une fois par an. Ces inspections sont souvent suggérées par la majorité des fabricants professionnels. Les rapports de ces inspections doivent être consignés dans le Logbook (Device-log).

DESSINS

Ici vous trouverez en annexe des dessins, avec le pur but d'identifier correctement les composants

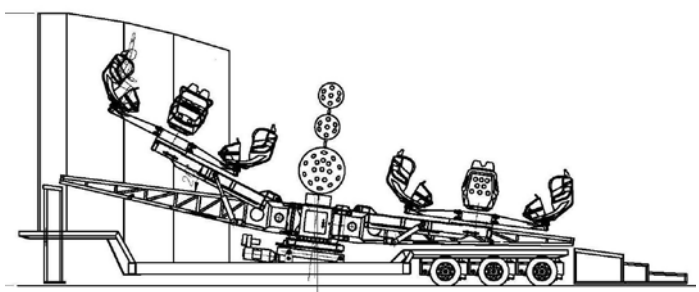
AUTRES LANGUES

Pour toute interprétation, la version anglaise est considérée comme la officielle.

Publié par:

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BOLLETTINO TECNICO

Titolo:	CRAZY DANCE	
Bollettino N°.	13.000.01	
Data Pubblicazione:	21 Giugno 2017	
Data di Efficacia:	Immediatamente	
Presentato da:	Sig. Enrico Fabbri	
Nome della Giostra:	CRAZY DANCE	
Costruttore:	FAR Fabbri (Italy)	
Tipo/Versione:	TUTTI	
N. di serie interessati:	TUTTI	
Istruzioni finali:	Recommended	

DECLINAZIONE DI RESPONSABILITA'

Il Sig. Enrico Fabbri pubblica questa notifica tecnica sulla base di informazioni aggiornate ricevute da terze parti e relative a costruttori non più in attività, per il beneficio dei proprietari di queste giostre e come servizio all'industria e nell'interesse della sicurezza degli operatori e del pubblico. Raccomandiamo agli operatori delle giostre di valutare in maniera indipendente il materiale qui pubblicato con l'aiuto di un consulente professionista al fine di prevedere ogni possibili conseguenze legali, normative, civili e penali. Anche se le informazioni ed i dati qui pubblicati sono stati ottenuti da fonti che sono considerate attendibili, non diamo qui alcun tipo di garanzia circa la loro completezza e accuratezza. Non accettiamo alcun tipo di responsabilità/obbligazione per possibili danni causati dall'uso, uso scorretto o non uso di qualunque informazione contenuta in questo documento. Il Sig. Enrico Fabbri non è un ingegnere professionista.

INFORMAZIONI AGGIORNATE SULLA FAR FABBRI SRL

Vi informiamo che il costruttore originale di questa giostra, FAR FABBRI Srl, Via Giovecca 1008, 45032 Bergantino (RO), Italy, ha chiuso l'attività. In base della Normative Europea EN-13814, il proprietario della giostra sostituisce il costruttore in tutti i doveri e le responsabilità relative a ogni aggiornamento tecnico dell'attrazione.

ESTRATTO DEL BOLLETTINO

Cricche alla struttura principale di sostegno della navicella passeggeri.

RAGIONI PER LA PUBBLICAZIONE

CIRCOSTANZE

Siamo stati informati che in una giostra chiamata "Crazy Dance", un braccio di un satellite che sostiene la navicella passeggeri si è rotto vicino alla perno di supporto della navicella. Il risultato è che la navicella passeggeri si è quasi del tutto staccata dal braccio. La rottura di uno qualsiasi di questi componenti strutturali potrebbe risultare in ferite gravi a passeggeri, operatori e al pubblico astante.

ANALISI

Non abbiamo potuto vedere le parti rotte, però sulla base delle foto e delle informazioni ricevute, possiamo indicare che:

- (a) La giostra in questione è operativa da più di 15 anni
- (b) Le superfici di rottura mostrano evidenti forti tracce di ruggine; ciò significa che le cricche nel materiale erano presenti da molto tempo
- (c) Le superfici di rottura di schianto (in color metallico in figura) mostrano che al momento della rottura era rimasta solo una piccola parte della sezione metallica intatta
- (d) La parte in ferro è stata verniciata di nero, rendendo più difficile l'individuazione delle cricche

Queste condizioni sono il risultato di tensioni eccessive generate durante il lavoro della giostra. Ricordiamo qui anche che gli operatori non devono fare girare il Piatto principale e i Satelliti a velocità superiori a quelle massime stabilite nelle istruzioni del manuale originale d'uso della giostra, e che inoltre la direzione di rotazione del piatto principale deve sempre essere opposta alla direzione di rotazione dei satelliti.

Qui sotto alcune foto che mostrano i component rotti



AZIONI DA ESEGUIRE

In base alla nostra esperienza, raccomandiamo che tutti i proprietari/operatori della giostra sopra citata valutino queste informazioni e ciascuna delle possibili seguenti azioni, o ogni azione addizionale, con un ingegnere professionista locale.

1. **Immediatamente:** Ispezione Visiva di tutti questi componenti; dopodiché ispezione visiva settimanale
2. **Appena possibile:** Controllo Non Distruttivo (NDT) di questi componenti almeno una volta ogni tre anni nel caso che la giostra abbia meno di 10 anni di operatività; Controllo Non Distruttivo di questi componenti almeno ogni anno nel caso che la giostra abbia più di 10 anni di vita lavorativa.
3. **Mensilmente:** Controllare le velocità massime dei satelliti e del Piatto Principale.
4. Ispezione addizionale delle altre parti relazionate o collegate alle parti in questione.

AZIONI DA ESEGUIRE IN FUTURO

E' nostra opinione che questi componenti sia soggetti a forti tensioni alternate e perciò la loro resistenza a fatica è minore di 35.000 ore di lavoro. Per questa ragione crediamo che i proprietari/operatori di queste giostre debbano considerare la sostituzione dei "Satelliti" con nuovi componenti dopo 15 anni di lavoro. La riparazione di queste strutture in acciaio fortemente criccate, per esempio mediante risaldatura dei pezzi, è fortemente sconsigliata.

INFORMAZIONI AGGIUNTIVE

BOLLETTINI PRECEDENTI

Come riferimento, si vedano anche gli altri bollettini tecnici e di servizio pubblicati in passato qui in allegato, e che potrebbero essere legati alle stesse strutture o componenti.

CURA DURENTE I LAVORI SULLE GIOSTRE

1. Tutti il lavori devono essere eseguiti da personale qualificato, capace di comprendere la funzione della varie parti e la loro installazione corretta. Usare solo componenti autorizzati e specificamente forniti da fornitori affidabili e professionali. Devono essere osservate tutte le leggi, norme e procedure locali di sicurezza industriale applicabili.
2. Nel caso compriate componenti in acciaio, assicuratevi che questi componenti siano provvisti di certificato di qualità dell'acciaio e che siano eseguiti i controlli non distruttivi (NDT), se richiesti dai disegni originali o se raccomandati dal fornitore o dall'ingegnere del proprietario operatore della giostra. Questi certificati e gli esiti delle prove NDT devono essere inseriti nel Log-Book (Device-log).
3. Una volta che i componenti nuovi, riparati o modificati siano stati installati, suggeriamo che un ingegnere professionista ispezioni la procedura generale con un test finale. La documentazione relativa all'assemblaggio e al test devono essere aggiunti al Log-Book (Device-log)
4. Osservate tutte le informazioni relative alla sicurezza contenute nel manuale del costruttore. Fate avere questo bollettino e tutte le informazioni tecniche all'operatore della giostra.

VI RICORDIAMO ANCHE CHE

In base alla Normativa Europea EN-13814 e in base alla Normativa Internazionale ISO-17842, un ingegnere professionista locale, indipendente, deve ispezionare e certificare la Giostra, almeno una volta all'anno. Queste ispezioni sono spesso suggeriti dalla maggioranza dei costruttori professionisti. I resoconti di queste ispezioni devono essere registrati nel Log-Book (Device-log).

DISEGNI

Qui in allegato potete trovare dei disegni, con il puro scopo di indentificare correttamente i componenti in esame.

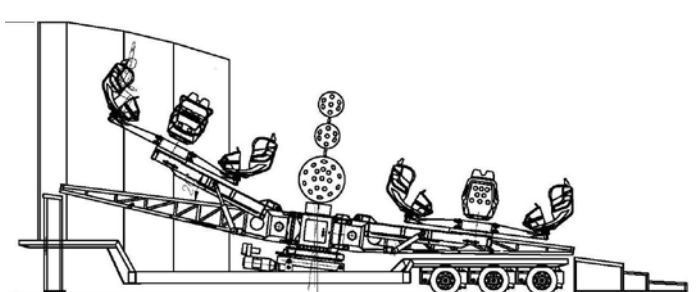
ALTRE LINGUE

Per qualsiasi interpretazione, la versione in Inglese è da considerarsi quella ufficiale.

Pubblicato da:

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BOLETÍN TÉCNICO

Título:	CRAZY DANCE	
Boletín N°.	13.000.01	
Fecha Publicación:	21 Junio 2017	
Data di Eficacia:	Inmediatamente	
Presentad por:	Sig. Enrico Fabbri	
Nombre dela Atracción:	CRAZY DANCE	
Fabricante:	FAR Fabbri (Italy)	
Tipo/Versión:	TODOS	
N. de serie interesados:	TODOS	
Instrucciones finales:	Recomendado	

RENUNCIA DE RESPONSABILIDAD

El Sig. Enrico Fabbri PUBLICA esta notificación técnica sobre la base de información actualizada recibida de terceros y en relación con fabricantes han dejado de operar, para el beneficio de los propietarios de estas atracciones y como un servicio a la industria y en interés de la seguridad de los operadores y el público. Recomendamos que los operadores de juegos mecánicos evalúen de forma independiente el material aquí publicado con la ayuda de un asesor profesional con el fin de anticipar cada posible consecuencia legal, regulatoria, civil y criminal. Aunque la información y los datos publicados en este documento fue obtenida de fuentes que se consideran fiables, no damos aquí algún tipo de garantía de su integridad y exactitud. No aceptamos ninguna responsabilidad/obligación de los posibles daños causados por el uso, mal uso o no uso de cualquier información contenida en este documento. El Sig. Enrico Fabbri no es un ingeniero profesional.

INFORMACIÓN ACTUALIZADA SOBRE LA FAR FABBRI SRL

Os informamos que el constructor original de esta atracción, FAR Fabbri Srl, Via Giovecca 1008, 45032 Bergantino (RO), Italia, ha cerrado sus negocios. Sobre la base de las normas europeas EN-13814, el propietario de la atracción reemplaza el fabricante en todos los deberes y responsabilidades en relación con cada actualización técnica de la atracción.

EXTRACTO DE LA BOLETÍN

Fisuras en la estructura principal de soporte del coche de los pasajeros.

RAZONES PARA LA PUBLICACIÓN

CIRCUMSTANCIAS

Nos informaron de que en una atracción llamada "Crazy Dance" un brazo de un satélite que soporta los coches de los pasajeros se rompió cerca del buje de soporte del coche. El resultado fue que ese coche casi se separó completamente del brazo. La ruptura de uno cualquiera de estos componentes estructurales podría causar lesiones graves a los pasajeros, operadores y al público de espectadores.

ANÁLISIS

No pudimos ver las partes fisuradas, pero sobre la base de las fotos y de la información recibida, se puede indicar que:

- (a) La atracción en cuestión ha estado funcionando durante más de 15 años
- (b) Las superficies de fractura muestran fuertes rastros evidentes de oxidación; esto significa que las fisuras en el material estaban presentes durante un largo tiempo
- (c) Las superficies de la ruptura reciente (color metálico en la figura) muestran que en el momento de la ruptura había sólo una pequeña parte de la sección de metal intacto
- (d) la parte de hierro estaba pintada de color negro, así que la detección de las grietas estaba mas difícil

Estas condiciones son el resultado de esfuerzos excesivos generados durante el trabajo de la atracción. Aquí recordamos también que los operadores no tienen que girar el plato principal y los satélites a velocidades que excedan el máximo establecido en las instrucciones del manual original de uso de la atracción, y también el sentido de giro del plato principal debe ser siempre opuesto a la dirección de rotación de los satélites.

Aquí abajo algunas fotos que muestran los componentes rotos



ACCIONES PARA REALIZAR

Sobre la base de nuestra experiencia, recomendamos que todos los propietarios/operadores del carrusel antes mencionado evalúen esta información y cada una de las siguientes acciones posibles, o cualquier acción adicional con un ingeniero profesional local.

1. **Inmediatamente:** Inspección visual de todos estos componentes; inspección visual después semanalmente
2. **Cuanto antes:** control no destructivos (NDT) de estas partes al menos una vez cada tres años en el caso de que la atracción tenga menos de 10 años de operación; Control no destructivo de estas partes al menos una vez al año en el caso de que la atracción tenga más de 10 años de vida laboral.
3. **mensual:** comprobar la velocidad máxima de los satélites y el Plato Principal.
4. Inspección adicional de otras partes relacionadas o afiliadas a las partes en cuestión

ACCIONES A REALIZAR EN EL FUTURO

Es nuestra opinión de que estos componentes están sujetos a fuertes tensiones alternas y por lo tanto su resistencia a la fatiga es inferior a 35.000 horas de trabajo. Por esta razón, creemos que los propietarios/operadores de estos paseos deban considerar cambiar los "Satélites" por otros nuevos después de 15 años de trabajo. La reparación de estas estructuras en acero tan fisuradas, realizada por ejemplo soldando otra vez las piezas, es un trabajo muy difícil y aquí no lo recomendamos firmemente.

INFORMACIÓN ADICIONAL

BOLETINES ANTERIORESI

Como referencia, ver también los otros boletines técnicos y de servicios aquí adjuntos publicados en el pasado y que podrían estar relacionados con las mismas estructuras o componentes.

CUIDADO DURANTE DE LOS TRABAJOS EN LA ATRACCIÓN

1. Todo el trabajo debe ser realizado por personal cualificado, capaz de comprender la función de las varias partes y de su correcta instalación. Utilice sólo piezas aprobadas y específicamente proveídas por proveedores confiables y profesionales. Se deben observar todas las leyes, reglamentos y procedimientos aplicables a la seguridad industrial locales.
2. Si usted compra unos componentes de acero, asegúrese de que estos componentes se proporcionan con el certificado de calidad del acero y se realicen ensayos no destructivos (NDT), si es requerido por los dibujos originales o si es recomendado por el fabricante o por el ingeniero del propietario/operador de la atracción. Estos certificados y los resultados de las pruebas de ensayos no destructivos se harán constar en el Logbook (Device-log).
3. Una vez que los nuevos componentes, reparados o modificados, se hayan instalado, sugerimos que un ingeniero profesional inspeccione el procedimiento general con una prueba final. Esa documentación de montaje y prueba debe añadirse al Logbook (Device-log).
4. Tenga en cuenta toda la información de seguridad contenida en el manual del fabricante. Haga disponible este boletín y toda la información técnica relacionada a los operadores de la atracción.

RECORDAMOS QUE INCLUSO

De acuerdo con la norma europea EN 13814 y de acuerdo con las normas internacionales ISO-17842, un ingeniero profesional local independiente debe inspeccionar y certificar la atracción, según la norma ISO-17020, al menos una vez al año. Estos requisitos son a menudo sugeridas por la mayoría de los fabricantes profesionales. Los informes de estas inspecciones deben ser registrados en el Logbook (Device-log).

DIBUJOS

Aquí en adjunto se pueden encontrar unos dibujos, con el propósito puro de identificar correctamente los componentes sospechosos.

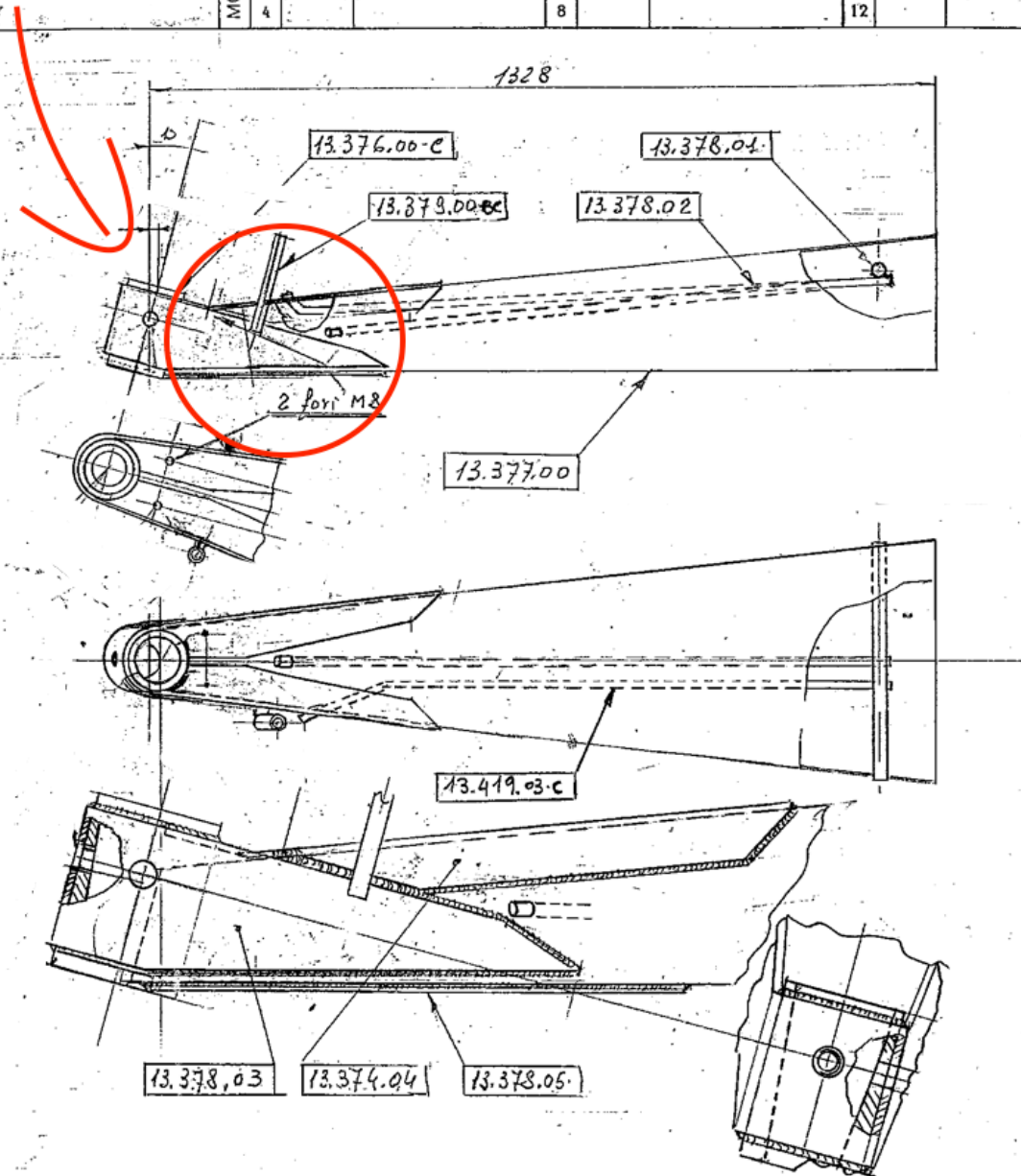
OTROS IDIOMAS

Para cualquier interpretación, la versión en Inglés se considera la oficial

Publicado por:

Sr. Fabbri Enrico
Técnico Mecánico
Ex presidente de FAR Fabbri Srl
enrico@fabbrirides.com

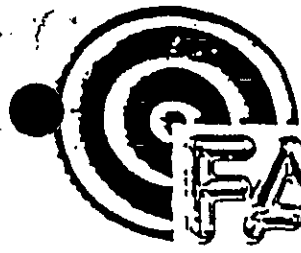
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ATTREZZAMENTI				PARTICOLARI				MATERIALE		
FAR DIREZIONE TECNICA		COSTRUZIONE <u>CRAZY DANCE</u>				Pezzi <u>16</u>		Disegn. _____		
		COMPL. <u>13.300.00</u> GR. <u>13.307.00-</u>				Scala <u>1:10-1:5</u>		Data _____		
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~~Superseded by FC 003~~



FARFABRI S.R.L.

MANUFACTURERS OF AMUSEMENT R

45032 BERGANTINO (Rovigo) Italy
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Replaced with FC003

SERVICE BULLETIN

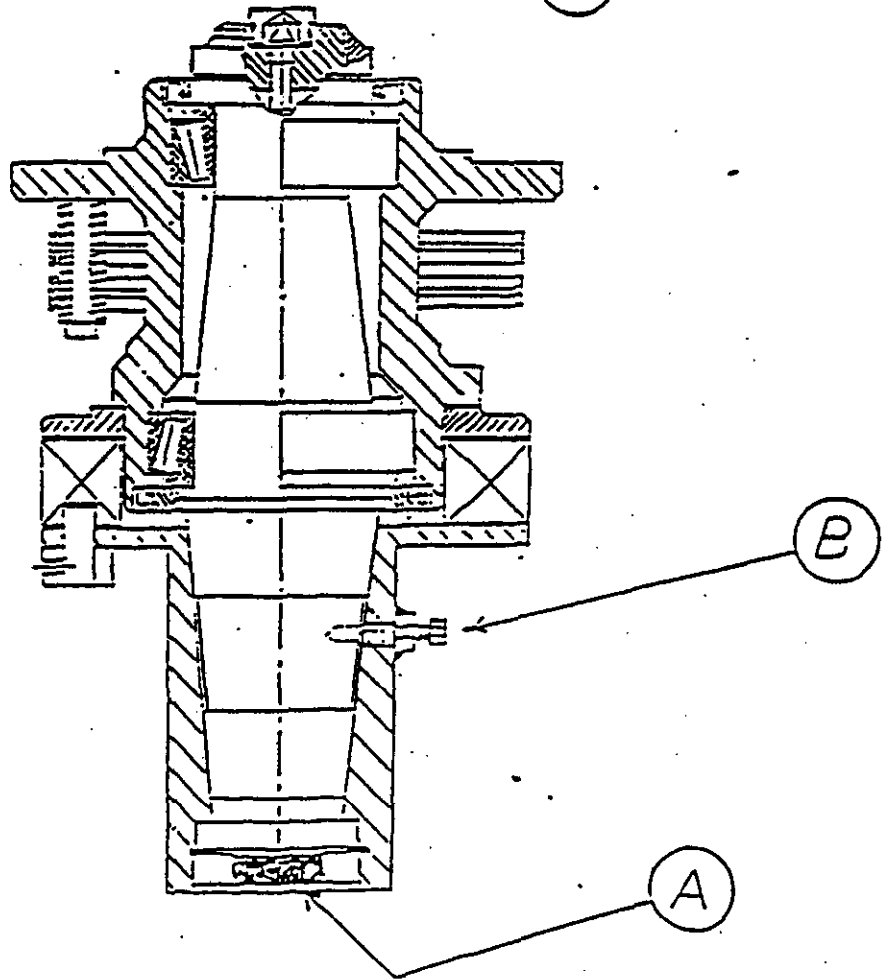
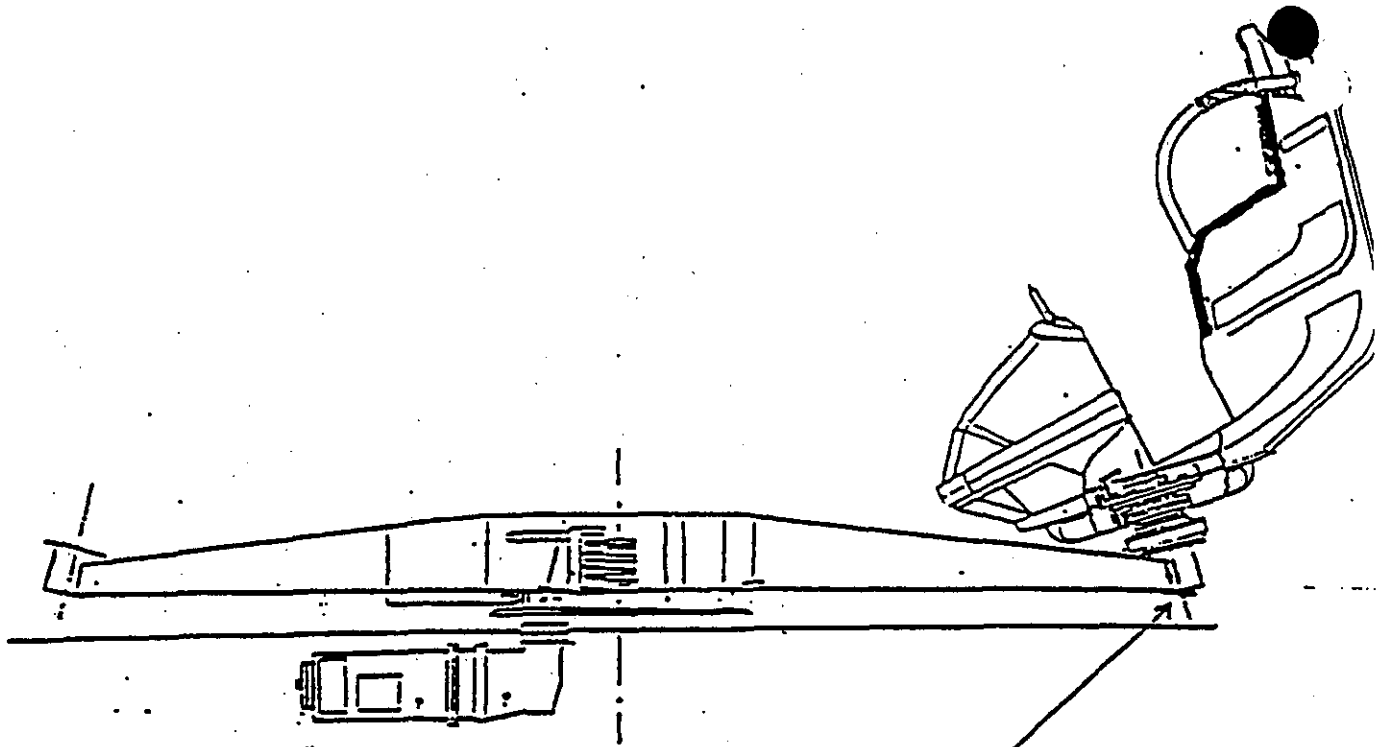
RIDE: CRAZY DANCE DATE: DECEMBER 10, 1990
SUBJECT: VEHICLE SPINDLE BOLTS BULLETIN NUMBER: FC001

It has been determined through investigation that the bolts used to lock the vehicle tapered spindle into its socket on the end of the satellite sweep can loosen over a period of time. The following modification, change in components and maintenance change are now required by the manufacturer, FarFabri, s.r.l.

1. Existing bolts x lock washers (24 mm x 80 mm x grade 8.8) are to be replaced with 24 mm x 80 mm x grade 10.9 and torqued in place to 700 nm (515 ft. lbs) (refer to Figure A).
2. Install tapered spindle lock bolts (refer to Figure B).
3. Change maintenance procedure to include checking the torque of the bolts on a monthly basis.
4. Replace bolts on an annual basis.

Kits are available for lock bolt and replacement bolts free of charge and can be ordered through Exsaco Corporation, One North Santa Fe Street, Alvarado, Texas 76009, 817-783-2265.

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MANUFACTURERS OF AMUSEMENT RID

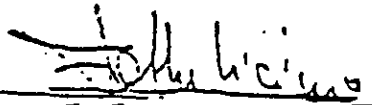
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Via Giovecca, 74 - Tel. 0425 / 87420 - 87142
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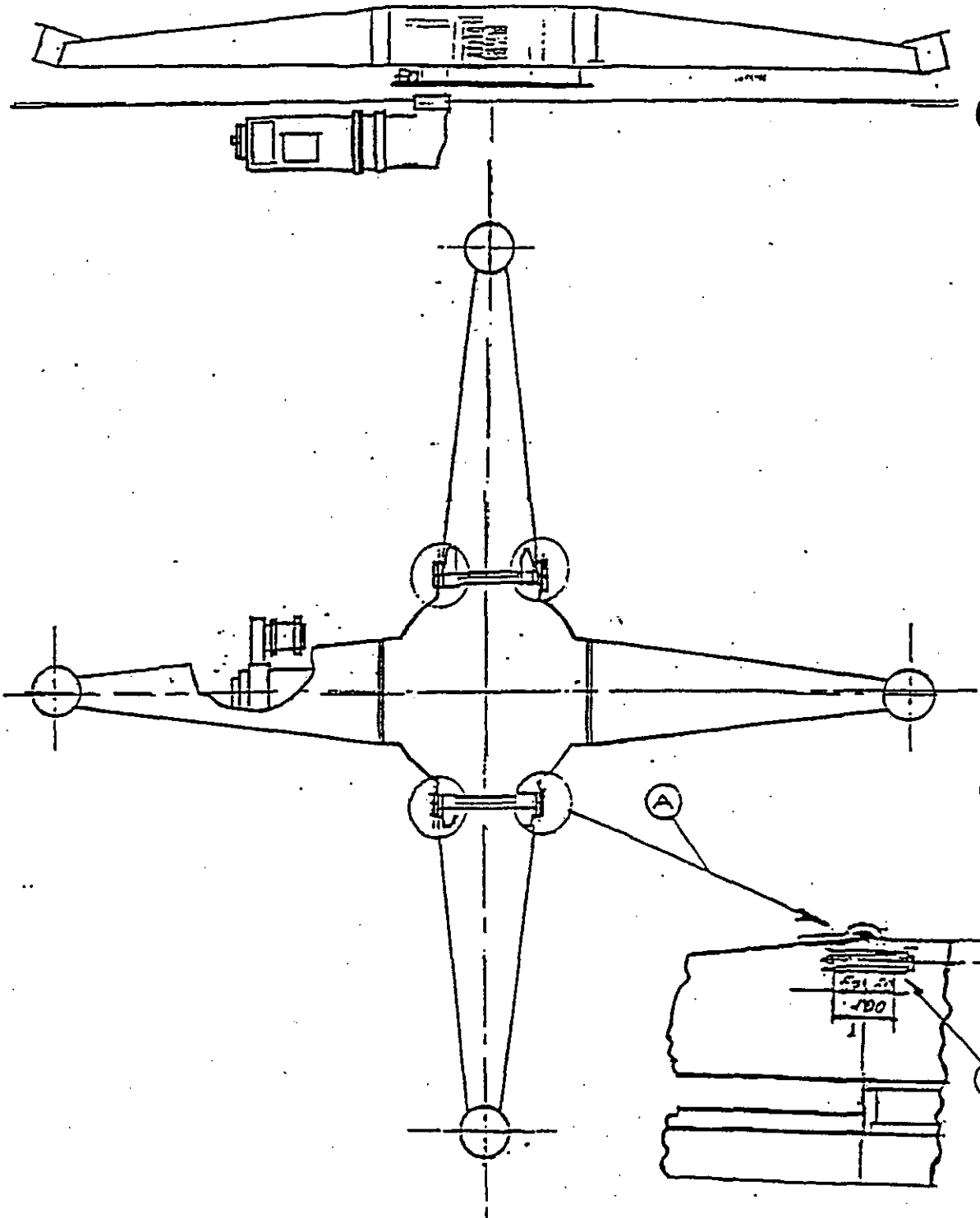
SERVICE BULLETIN

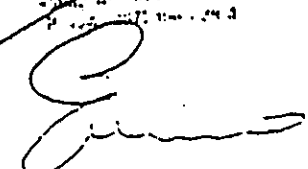
RIDE: CRAZY DANCE DATE: DECEMBER 10, 1990
SUBJECT: DETACHABLE VEHICLE BULLETIN NUMBER: FC002
SWEEP HOOKS

It has been determined by FarFabri, s.r.l. of the necessity to inspect and test by approved non-destructive testing procedures the sweep hooks and welding located in the inside end of the detachable vehicle sweeps (refer to Point A). This inspection must be done on an annual basis. If cracks are detected, consult the factory for proper repair procedures.

Annual testing of this hook weldment can be waved if a new secondary bolting weldment is installed. (refer to Point B). Kits are available through Exsaco Corporation, One North Santa Fe Street, Alvarado, Texas 76009.


FarFabri, s.r.l.



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C.F. e P. IVA 0072400 029 4
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SERVICE BULLETIN

RIDE: CRAZY DANCE DATE: March 17, 1993

SUBJECT: Spindle Bolts BULLETIN NUMBER: FC003

This bulletin replaces and nullifies bulletin F010 and FC001.

Background Information

A typographical error has been brought to the attention of FarFabri, s.r.l. regarding Service Bulletin F010. Service Bulletin F010 only pertains to those rides with serial numbers 009 and lower, and not all rides. The reason is, those rides are equipped with a 22mm spindle bolt. Rides with Serial number 010 or higher are equipped with a 24mm spindle bolt. (Figure A shows the location of this bolt.)

Bulletin Requirements

1. FarFabri, s.r.l. requires that all spindle bolts be replaced on an annual basis.
2. Use only grade 10.9 bolts.
3. Your monthly maintenance procedure should include checking the torque of these bolts. Refer to the following chart for recommended torque values pertaining to your equipment.
4. All rides should have a factory installed spindle safety bolt (Figure B). If you do not, contact Exsaco Corporation immediately at 1-800-545-0667 or 817-783-2265.

<u>Bolt Size</u>	<u>Untreated</u>	<u>Zinc Plated</u>
22 x 80 mm	430 ft. lb.	400 ft. lb.
24 x 80 mm	550 ft. lb.	515 ft. lb.

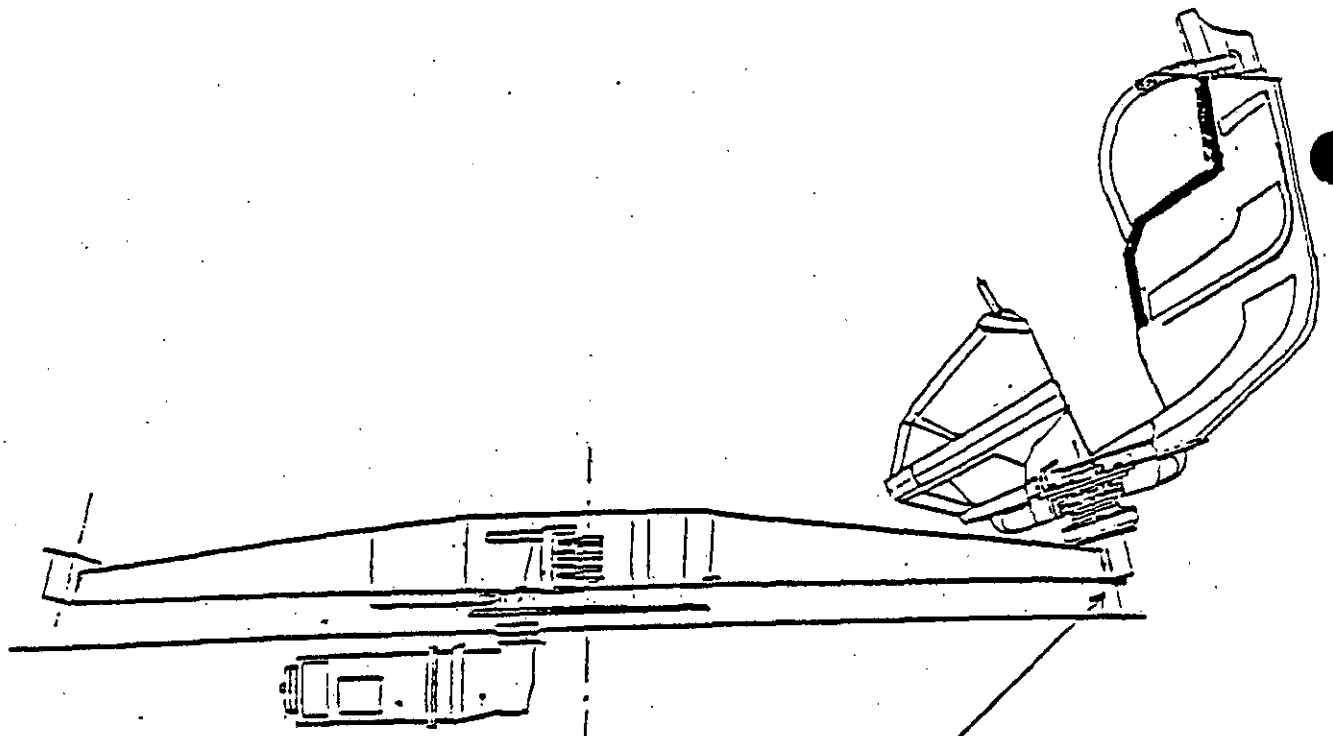
If you should have any questions, or require further information regarding this Service Bulletin, please contact Exsaco Corporation, One North Santa Fe St., Alvarado, Texas 76009, at 1-800-545-0667.

CPSA 6 (b)(1) Cleared

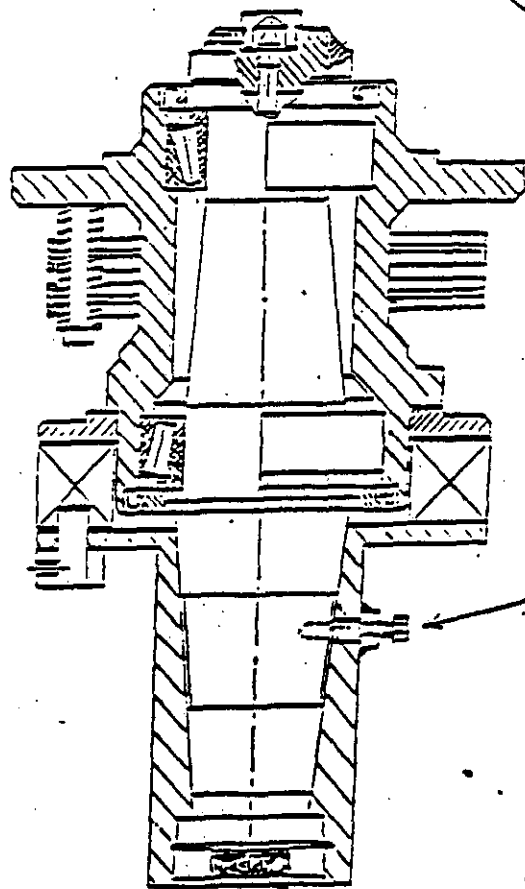
No Mfrs/Privateers be
Products Identified
 Excepted by C.A.P.
 Firms Notified,
Comments Received

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SERVICE BULLETIN

RIDE: CRAZY DANCE

DATE: April 9, 1993

SUBJECT: Car Spindle Case Weld

BULLETIN NUMBER: FC004

SERIAL NUMBERS: 17 AND LOWER

An incident occurred where the car spindle case separated from the sweep. This incident was directly-related to an insufficient weld application. Through further inspections of the remaining rides, it was determined to be an isolated case. Refer to Drawing A for the location of possible cracks.

We are currently preparing a reinforcement kit to be welded on the sweep in place of the old strap. A factory representative will notify you when the kit is ready and will come to your location to install this kit.

In the meantime, you are required to visually inspect the suspect area each day before opening the ride to the public. If any cracks are detected, contact Exsaco Corporation at 1-800-545-0667 or 817-783-2265 immediately.

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C.Fisc. e P. IVA 0072400 029 4

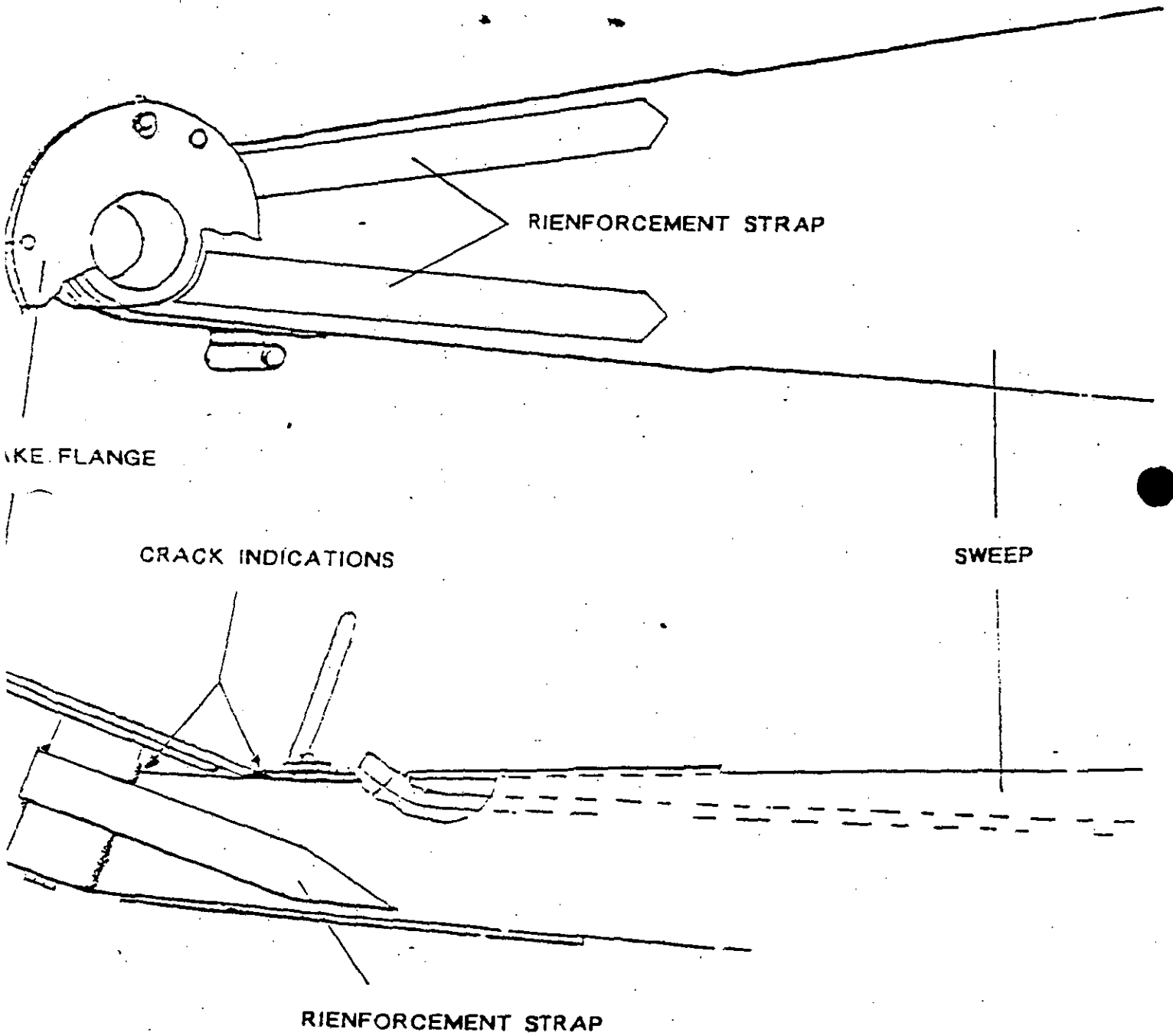


FarFabri, s.r.l.

CPSA 6 (b)(1) Cleared 8/8/93

____ No Mfrs/Private Labels or
Products Identified
 Excepted by C.A.P.
____ Firms Notified,
Comments Processed.

DRAWING A





FARFABBRI s.r.l.

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C.F. e P. IVA 00724000284

TELEX 434839 SPARCO I - TELEFAX 0425-878113

IMPORTANT SAFETY BULLETIN

RIDE: CRAZY DANCE

DATE: May 24, 1993

SUBJECT: Car Spindle Case Weld

BULLETIN NUMBER: FC004A

SERIAL NUMBERS: 17 AND LOWER

This bulletin is meant to provide further explanation for Bulletin Number FC004.

An incident occurred where the car spindle case separated from the sweep. This incident was directly related to an insufficient weld application. Through further inspections of the remaining rides, it was determined to be an isolated case. Refer to Drawing A for the location of possible cracks.

We are currently preparing a reinforcement kit to be welded on the sweep in place of the old strap. A factory representative will notify you when the kit is ready and will come to your location to install this kit.

In cooperation with the U.S. Consumer Safety Product Commission, and until the reinforcement kits are installed, FarFabri, s.r.l. requires a visual inspection of all welds in the suspect area each day before opening the ride to the public. If any cracks are detected, contact Exsaco Corporation at 1-800-545-0667 or 817-783-2265
IMMEDIATELY.

FAR FABBRI s.r.l.
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FarFabri, s.r.l.



FARFABRI S.R.L.

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MAINTENANCE PROCEDURE UPDATE

RIDE: Crazy Dance
SUBJECT: Car/Hub Bolts

SERIAL NUMBERS: ALL
DATE: May 24, 1993

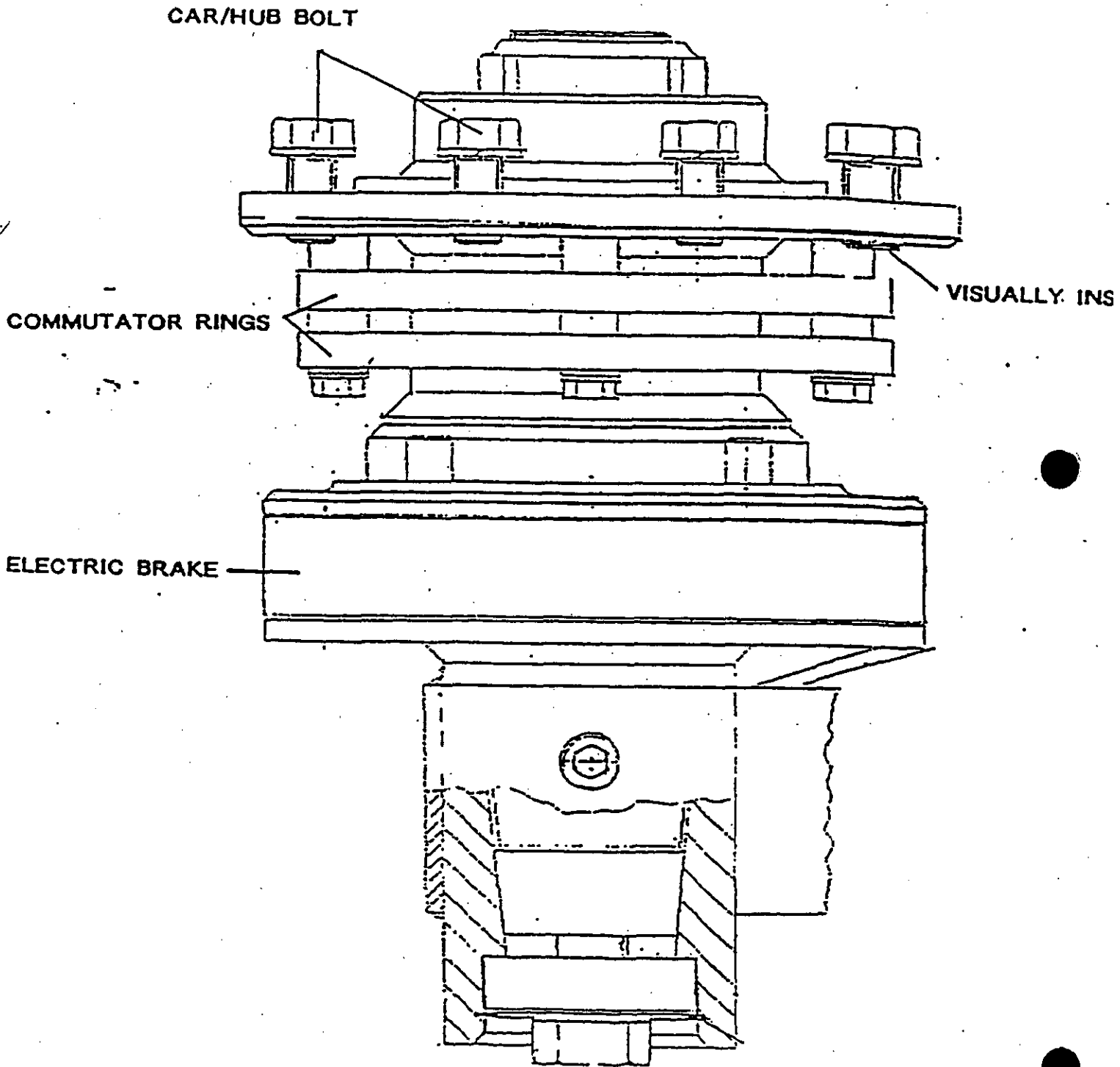
Background Information

An incident occurred where the car/hub bolts vibrated loose even though lock washers were in place. This allowed the car flange to move and deform the threads in the hub. Eventually, all the bolts stripped out and the car landed on the platform. Luckily, no one was injured.

Maintenance Procedure Update (Refer to Drawing)

1. Replace lock washers with hardened flat washers.
2. Rather than inspecting those bolts annually, FarFabri, s.r.l. requires a weekly visual inspection and a monthly torque check. Refer to the following chart for torque requirements on those bolts.

<u>Bolt Size</u>	<u>Status</u>	<u>Torque</u>
16mm x 30, grade 8.8	Original Bolt	150 ft. lbs.
18mm x 30, grade 8.8	Replacement Bolt	190 ft. lbs.



*For Fabbri
Crazy Dance*



Preston Amusements

RECEIVED

FACSIMILE TRANSMISSION COVER SHEET OCT 27 1993

BUREAU OF
FAIR RIDES INSPECTION

Date: 10-26-93

To: ROY SAFFORD

Fax Number: 904-488-9023

From: Buck Tate
Preston Amusements

Fax Number: 817-783-3358

There will be a total of 4 pages including this cover sheet. If you do not receive all pages, or they are not legible, please call 817-783-2265 or fax 817-783-3358.

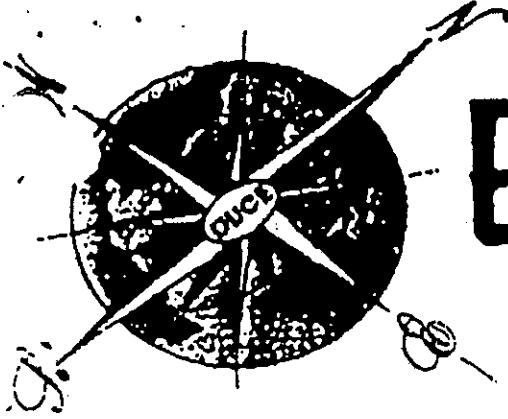
Following are the drawings for the reinforcement kits on the two Crazy Dance Rides. (Bluegrass and Cumberland Valley Shows).

Best Regards
Buck

By the way, Preston Amusements is now the rep. for FAR Fabbri. Exsaco sold all of its accets and sales rights to Preston.

Thanks.

*adler. 11-3-93
RTS not available yet
2 more copies for BG
add for copy? Komer*



Exsaco Corporation

P.O. Drawer 328 • One North Santa Fe Street • Alvarado, Texas 76009
Telephone: (817) 783-2265 • Fax: (817) 783-3358

September 2, 1993

Re: Service Bulletin FC004

To Whom It May Concern:

This bulletin refers to a reinforcement kit to be fabricated and sent to those owners of Crazy Dance amusement rides which require this modification.

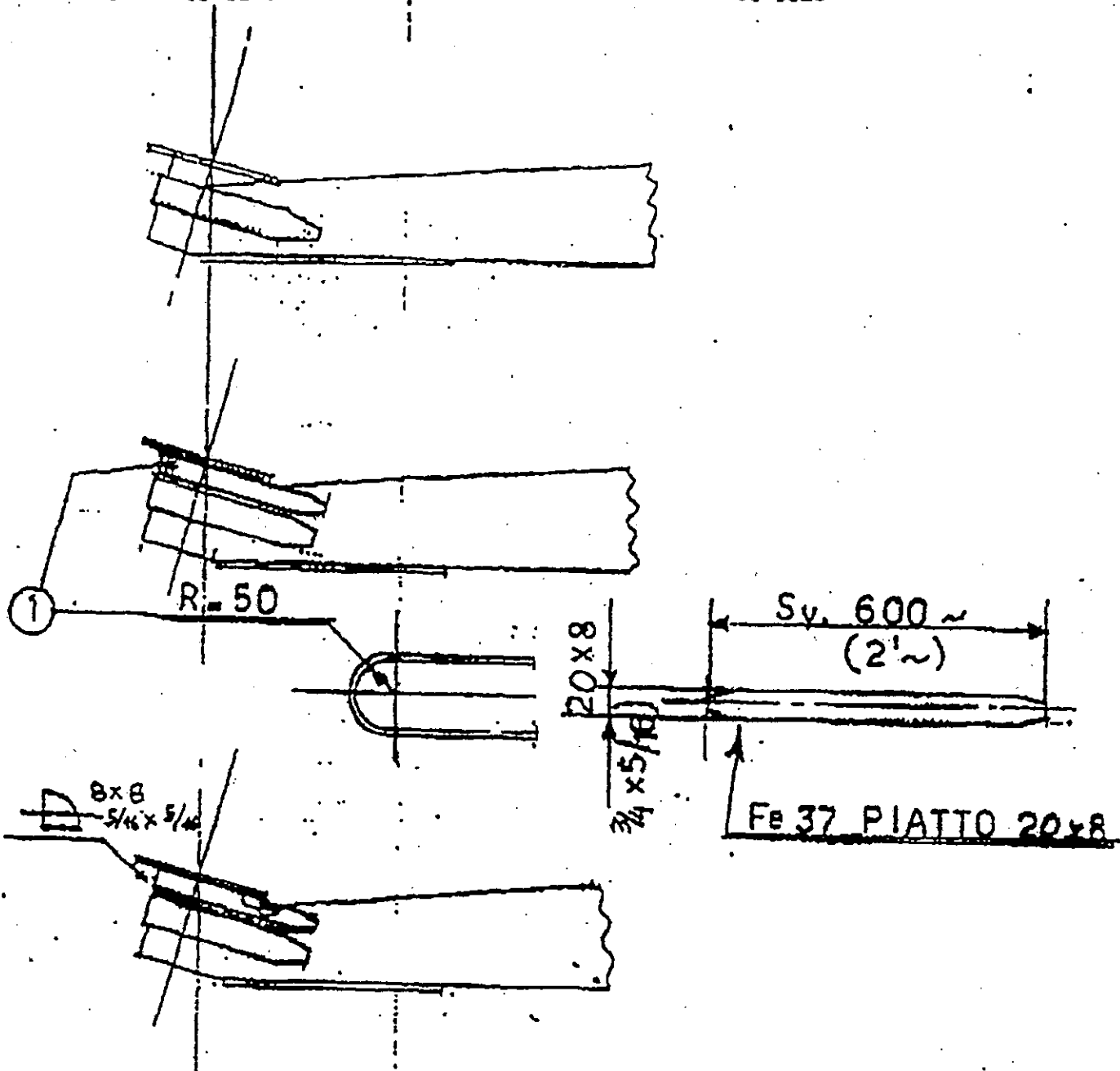
The materials for this reinforcement kit will be sent to your winter quarters address and must be installed no later than December 30, 1993.

The kits must be installed by a qualified welder in accordance with the instructions provided. A factory representative can come to your location for the installation. Air fare and travel expenses portal to portal would be the customer's expense.

For further explanation, contact Exsaco Corporation, P.O. Box 328, Alvarado, Texas 76009, 817-783-2265 or by fax at 817-783-3358.

Sincerely yours,

EXSACO CORPORATION

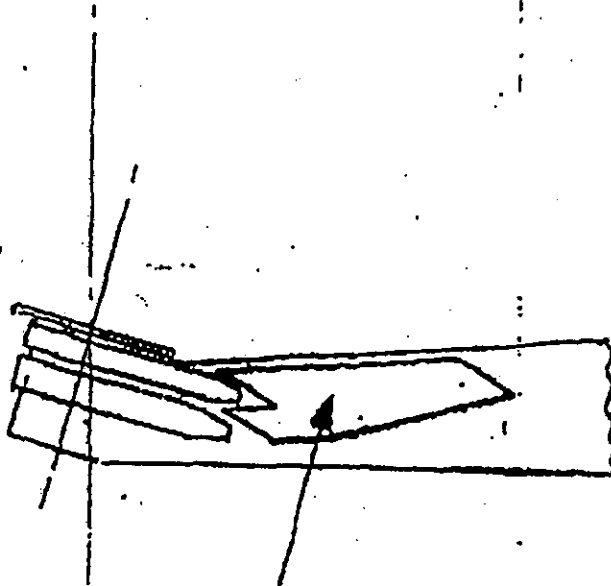


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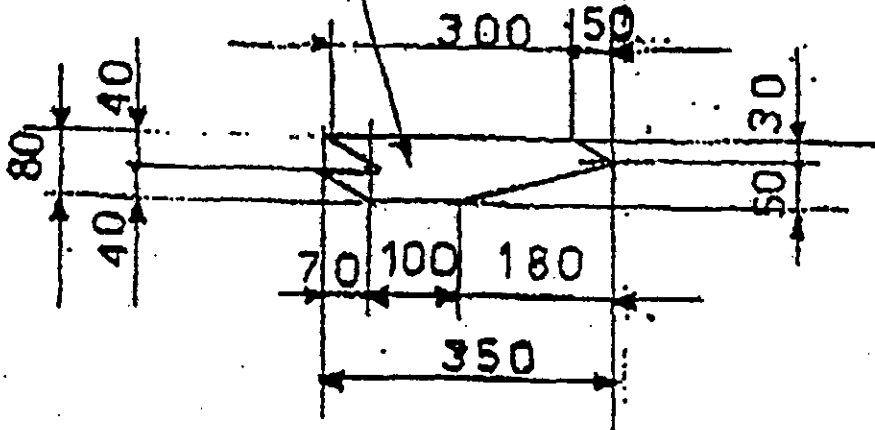
FAB FABRI s.r.l.
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 20122 - 20123 - 20124 - 20125 - via Giovecca 74
 Tel. 0425-804800 - Fax 0425-805113
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tel. 0421-801125 - telex 310000 - fax 0421-805113

Codice fiscale Part. IVA 00724000294