

**Notice of the General Office of General Administration of Quality  
Supervision, Inspection and Quarantine of the People's Republic of  
China on the Identification and Control of Potential Safety Risks of  
Special Equipment for 2017**

(Zhi Jian Ban Te [2017] No. 146)

The Quality and Technical Supervision Bureaus (or Market Supervision and Administration Departments) of all provinces, autonomous regions and municipalities directly under the central government and Xinjiang Production and Construction Corps, and all relevant entities concerned:

In order to further implement the spirit of the important instructions of General Secretary Xi Jinping and Premier Li Keqiang on safety production, duly implement the requirements of the National Safety Production Video and Telephone Conference and the National Quality Supervision, Inspection and Quarantine Working Conference, effectively perform safety guarantee of special equipment, and create a good atmosphere of special equipment safety for the 19<sup>th</sup> National Congress of the Communist Party of China, Administration of Quality Supervision, Inspection and Quarantine (“AQS IQ”) will perform comprehensive identification and control of potential safety risks of special equipment in 2017. The relevant requirements are as follows:

I. Work Objective

Effectively implement the accountability system for the users responsible for special equipment safety, further identify and effectively control potential safety risks of special equipment, further improve the long-term mechanism of risk prevention and identification and control of potential safety risks, strictly curb serious accidents and events with significant impact, and strictly prevent systemic, regional or industry-wide special equipment accidents.

II. Work Focus

With a focus on high-risk special equipment related to people's livelihood, located at crowded places, or containing hazardous chemicals, identification and control of potential safety risks should be focused on the special equipment at schools, kindergartens and hospitals, stations, ferry terminals, shopping malls, stadiums, exhibition halls, parks and other public places as well as passenger ropeways, large recreation facilities and pressure-bearing special equipment that contains extremely

highly hazard medium or flammable and explosive medium.

### III. Roles and Responsibilities

#### 1. Users of special equipment

To implement all-round and full-process risk identification of special equipment in accordance with the requirements of relevant laws and regulations, department rules, safety and technical codes and regulatory documents, without missing any one process or suspicious point, the users should focus on inspection regarding whether the use of the special equipment is registered, whether safety management system and operating procedures are established and effectively implemented, whether staff qualifications and trainings satisfy the requirements, whether equipment files are complete, whether the equipment remains in the validity period of inspection, whether regular maintenance and regular self-inspection is in place, and whether safety accessories and safety protection devices remain in the validity period; prepare an issue list, keep potential risk account book and make rectifications each by each, report the identification and control of potential risks to the local regulatory departments and industry authorities, and accept the supervision and inspection of the special equipment safety supervision and administration departments at various levels (hereinafter referred to as “**Regulatory Authorities**”), industrial authorities and inspection agencies. The operators should ensure the implementations of responsibilities, rectification measures, funds, time limits, and plans (Five Implementations). If an operator fails to complete the rectification for potential risks and cannot ensure safe operation, it should stop using the related facilities and equipment, and report to the local government and the superior authorities promptly.

Enterprises directly governed by central authorities and provincial key enterprises should play exemplary roles, develop and implement their own plans for the identification and control of potential safety risks of special equipment, and upper-level entities should guide and conduct inspection of their subordinate entities.

#### 2. Inspection agencies

The inspection agencies should spare no effort to assist the safety Regulatory Authorities at various levels to supervise and inspect special equipment operators, and provide technical support to risk identification and control. The inspection agencies should, in accordance with the requirements of safety and technical codes, inspect the special equipment timely, issue inspection report timely, and ensure the quality of inspection. For any issues identified, inspection agencies should notify the special equipment operators for rectifications timely, and test and confirm the rectifications. For any equipment found not inspected in time or with high potential risk, the inspection agencies should report to the local Regulatory Authorities in time.

### 3. Trade associations

Trade associations should strengthen self-discipline within the industry, carry out promotion, technical consulting, personnel training and other work for the identification and control of potential safety risks of special equipment, propel their members to perform identification and control of potential safety risks of special equipment. For any serious problems found by the members identified during risk identification and control, the trade associations should report to safety Regulatory Authorities at corresponding levels timely.

### 4. Special equipment safety supervision and administration departments

AQSIQ is responsible for organizing and coordinating the identification and control of potential safety risks of special equipment nationwide, and carry out supervision.

The provincial Regulatory Authorities are responsible for formulating plans for the identification and control of potential safety risks of special equipment within their jurisdiction, and guide and conduct inspection on the safety risk identification and control by Regulatory Authorities at the municipal or county level.

Municipal Regulatory Authorities should, in accordance with the *Rules on the Onsite Safety Supervision and Inspection of Special Equipment* (特种设备现场安全监督检查规则 in Mandarin), formulate supervision and inspection plans, focus on supervision and inspection of users of special equipment that fall under “Work Focus” section of this notice, and determine the other special equipment operators subject to supervision and inspection according to the “double-random” principle. Municipal and county-level Regulatory Authorities should, according to the supervision and inspection plan, make work allocation, and, in accordance with the *Rules on the Onsite Safety Supervision and Inspection of Special Equipment* (特种设备现场安全监督检查规则 in Mandarin), organize the supervision and inspection according to classification of the special equipment operators, perform examination of operators’ identification and control of potential safety risks, and propel them to make rectifications; if any operators refuse to make rectifications or fail to make rectifications effectively, it should be promptly reported to the local governments and superior Regulatory Authorities.

At the same time, the Regulatory Authorities at various levels should, in accordance with the principle that “safety supervision is essential to the supervision of industry, business and operation”, coordinate industrial authorities for the special

equipment safety to jointly identify and control of potential safety risk of special equipment.

#### IV. Progress Requirements

There are three phases beginning in February 2017 and ending in December 2017.

**1. Promotion and organization phase (February to March 2017).** Regulatory Authorities at various levels, inspection agencies and operators should clearly define their respective responsibilities, refine measures and formulate plans; diligently promote and organize, promote internally, and achieve mobilization of all staffs. The Regulatory Authorities at various levels should ensure that the requirements of risk identification and control of special equipment are delivered to the relevant operators.

**2. Comprehensive implementation phase (March to October 2017).** Special equipment operators should, based on their actual situations, diligently organize and perform all-round and whole-process self-inspection and self-rectification, identify and eliminate potential safety risks on a continuous and dynamic basis, and ensure the safe operation of the equipment under operation. The relevant departments and entities should carry out supervision, inspection and random inspection in accordance with established plans, promptly study and solve the problems raised in their work, and ensure that the potential risks of special equipment are under effective control.

**3. Summary phase (November to December 2017).** The relevant departments and enterprises should diligently summarize their experience and achievements, finish their work, and prepare summary reports.

#### V. Job Requirements

##### **1. Strengthen the organization and leadership**

The Regulatory Authorities at various levels should set up organizations and equip with necessary personnel, materials and financial resources. The Regulatory Authorities should strengthen the connection and coordination between the safety production Regulatory Authorities and industrial authorities, let the inspection agencies, trade associations and other Parties related to the special equipment safety contribute their efforts, ensure implementation of the accountability system for enterprises, focus on key issues, overcome the difficulties, and make sure they achieve concrete results.

##### **2. Carry out wide-ranging promotion**

The Regulatory Authorities at various levels should make full use of televisions, radios, newspapers, Internet and other media, widely promote the risk identification

and control of special equipment through distributing promotional materials, panel discussions and other means, enhance the public awareness of and participation in safety risk identification and control, give full play to the role of public opinion surveillance of the media, and create a good social atmosphere.

### **3. Strengthen information and statistics collection**

The relevant entities should collect information statistics on safety risk identification and control (see attached form), which should be reported at the end of each quarter. Special equipment operators should report their self-inspection and self-rectification to the local Regulatory Authorities at municipal or county level and industrial authorities. The Regulatory Authorities at various levels should timely report to the superior Regulatory Authorities the self-inspection and self-rectification results of special equipment operators within their jurisdiction and their supervision, inspection on the operators.

### **4. Establish long-term mechanisms**

The Regulatory Authorities at various levels should, in accordance with actual situation, collect and analyze the potential safety risk information through multiple channels, improve risk control mechanisms, perform risk monitoring, early warning and disposal, and should timely report systemic risks to the superior authorities and local government, and suggest solutions. The Regulatory Authorities should summarize the good experience and good practices during inspection and develop a long-term mechanism.

Attachment: Statistic Form for Identification and Control of Potential Safety Risks of Special Equipment

General Office of AQSIQ  
February 15, 2017

(This document is released publicly)

**Nationwide Categorized Summary Form of the Risk Identification of  
Manufacturers of Large Recreation Facilities**

Manufacturer				Date of report	(DD/MM/YY)
Type of equipment				Number of equipment	
Self-inspection results of the manufacturer		Number of equipment self-inspected		Number of potential risks rectified	
		Number of equipment with problems identified		Number of equipment out of service due to uncompleted rectification	
<b>No.</b>	<b>Item</b>	<b>Number of problems identified</b>	<b>No.</b>	<b>Item</b>	<b>Number of problems identified</b>
1			10		
2			11		
3			12		
4			13		
5			14		
6			15		
7			16		
8			17		
9			18		
Description of typical cases					
Work advice					
Contact of Manufacturer				Manufacturer (Seal)	
Telephone number of Manufacturer					

**Nationwide Summary Form of the Risk Identification of Manufactures of Large  
Recreation Facilities**

Manufacturer				Date of report	(DD/MM/YY)
Province		City/District		Number of equipment	
Headcount		Employees with the level of engineers or higher		Electricians	
Certified welders		Certified installation personnel		Quality administration personnel	
Self-inspection results of manufacturer	Number of equipment self-inspected			Number of potential risks rectified	
	Number of equipment with problems identified			Number of equipment out of service due to uncompleted rectification	
<b>#</b>	<b>Item</b>	<b>Number of problems identified</b>	<b>#</b>	<b>Item</b>	<b>Number of problems identified</b>
1	Routine inspection		12	Lubrication and leakage	
2	Foundation		13	Electric control	
3	Key welded joints		14	Interlock control of platform or terrace	
4	Connections between key parts		15	Water slide	
5	Key structural components		16	Slide holder and fixed base, whole line safety net and channel setup	
6	Steel wire ropes		17	Braking equipment and speed limiter of pulley	
7	Elastic parts		18	Outfit, safety harness and other body tie-down equipment	
8	Tie-down block locking equipment		19	The braking equipment of the windlass	
9	Safety belts		20	The braking equipment of the strop	
10	Braking equipment		21	Others	

11	Anti-falling protective equipment		22		
Company Profile					
Problems arising from improper operation or maintenance during operation and corresponding suggestions		<ol style="list-style-type: none"> <li>1.</li> <li>2.</li> <li>3.</li> </ol>			
Problems identified in the design and manufacture process and corresponding control measures		<ol style="list-style-type: none"> <li>1.</li> <li>2.</li> <li>3.</li> </ol>			
Work advice					
Contact of Manufacturer				Manufacturer (Seal)	
Telephone number of manufacturer					



# China Special Equipment Inspection and Research Institute

Te Jian Yuan Han Bian Zi No. 82

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## Notice on Manufacturers' Inspection in the Identification and Control of Potential Safety Risks of Large Recreation Facilities for 2017

Manufacturers of large recreation facilities:

In order to implement the spirit of the national quality inspection working conference, in accordance with the *2017 Work Plan on the Identification and Control of Potential Safety Risks of Passenger Ropeways and Large Recreation Facilities* (Zhi Jian Te Han [2017] No. 9) issued by the Special Equipment Safety Supervision Bureau of General Administration of Quality Supervision, Inspection and Quarantine of the People's Republic of China (the "AOSIQ Special Equipment Bureau"), and in accordance with the work arrangement of the Risk Identification and Control Coordinating Group, the China Special Equipment Inspection and Research Institute formulated the equipment inspection forms and inspection information summary forms for manufacturers of large recreation facilities (as attached). Relevant entities should perform inspection for risk identification of all large recreation facilities under operation that they manufactured, and fill in the equipment inspection forms for each equipment (Attachment: 1 – Attachment: D), fill in the inspection information summary form for similar type of equipment inspected (Attachment: 01), and fill in the inspection information summary form for all equipment inspected (Attachment: 00). For issues identified during inspection, relevant entities should find out the reasons, formulate plans and timely make rectifications, and complete the issues identified, reasons, and rectification measures in the inspection forms. Manufacturers should notify the users to cease operation of any equipment for which rectifications are not completed, and timely report to the local regulatory authorities.

Relevant entities should formulate inspection plans according to the requirements of Zhi Jian Te Han [2017] No. 9, and complete inspection of all equipment by the end of August. Relevant entities should send inspection forms to the inspection email of China Special Equipment Inspection and Research Institute by August 31. For any questions during inspection, please contact the inspection contact person.

Inspection email: [ylbpaicha@126.com](mailto:ylbpaicha@126.com)

Inspection contact person: Zheng Zhitao

Inspection telephone number: 010-59068262, 13801277209

China Special Equipment Inspection and Research Institute  
(Seal of China Special Equipment Inspection and Research Institute)

April 25, 2017

# Letter of the Division (Bureau) of the General Administration of Quality Supervision, Inspection and Quarantine of the People's Republic of China

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Zhi Jian Te Han [2017] No. 9

## Notice of the Special Equipment Safety Supervision Bureau of General Administration of Quality Supervision, Inspection and Quarantine of the People's Republic of China on Issuing the 2017 Work Plan on the Identification and Control of Potential Safety Risks of Passenger Ropeway and Large Recreation Facilities

The Quality and Technology Supervision Bureaus (or Market Supervision and Administration Departments) of all provinces, autonomous regions and municipalities directly under the central government, and all relevant entities concerned:

In order to implement the spirit of the national quality inspection working conference, the Special Equipment Safety Supervision Bureau of General Administration of Quality Supervision, Inspection and Quarantine of the People's Republic of China (the "AQSIQ Special Equipment Bureau") formulated the *2017 Work Plan on the Identification and Control of Potential Safety Risks of Passenger Ropeways and Large Recreation Facilities* (the "Work Plan") in accordance with the *Notice of the General Office of AQSIQ on the Identification and Control of Potential Safety Risks of Special Equipment for 2017*. The Work Plan is hereby promulgated, please implement conscientiously.

Please report to the AQSIQ Special Equipment Bureau in time for any issue raised during the implementation.

AQSIQ Special Equipment Bureau  
March 10, 2017

(This document is released publicly)

## **2017 Work Plan on the Identification and Control of Potential Safety Risks of Passenger Ropeway and Large Recreation Facilities**

In order to implement the *Notice of the General Office of AQSIQ on the Identification and Control of Potential Safety Risks of Special Equipment for 2017* (Zhi Jian Ban Te [2017] No. 146), ensure people's safety in tourism and entertainment, and create a good atmosphere regarding special equipment safety for the 19<sup>th</sup> National Congress of the Communist Party of China, the AQSIQ Special Equipment Bureau will perform identification and control of potential safety risks of passenger ropeways and large recreation facilities throughout the nation in 2017.

### **I. Work Objective**

Identify and control potential risks, eliminate accident risks, and prevent and reduce accidents through self-inspection and self-rectification of the operators and inspection and return visit by the manufactures, to promote operators to establish a sound safety management system, propel manufacturers to improve product quality, implement the enterprise safety accountability system, and actively build a long-term mechanism for risk prevention and identification and control of potential risks.

### **II. Implementation Method**

The AQSIQ Special Equipment Bureau will deploy and coordinate unified identification and control of potential safety risks of passenger ropeways and large recreation facilities. China Ropeway Association and the National Passenger Ropeway Safety Supervision and Inspection Center will be responsible for organizing the designers, manufacturers and operators of passenger ropeways to identify and control potential safety risks. The China Association of Amusement Parks and Attractions and the China Special Equipment Inspection and Research Institute will be responsible for organizing the manufacturers and operators of large recreation facilities to identify and control potential safety risks. Local quality supervision departments at various levels will supervise the local manufacturers and users to implement the identification and control of potential safety risks in conjunction with respective local plans for the identification and control of potential safety risk of special equipment.

### **III. Work Focus**

Identification and control should be focused on entities with weak management and equipment and key components with comparatively higher risks. **Firstly**, large recreation facilities at rental sites operated by individuals, especially those operators with accidents or serious failures in recent years; **Secondly**, large recreation facilities of high altitude, high velocity and with passengers rolling around during the operation, and passenger ropeways with a comparatively higher distance from the ground and passenger cable cars with a comparatively steeper slope, etc., especially those large recreation facilities similar to the "Space Travel" ride that had an accident recently; **Thirdly**, passenger ropeway brake systems, passenger constraint devices of large recreation facilities and other key components.

### **IV. Work content**

**1. Comprehensive self-inspection and self-rectification by operators.** Operators should establish a sound safety management system, strengthen employee safety training. Related operation and maintenance personnel should maintain required certificates; diligently conduct daily inspection and record-keeping, and make registration on time and report for inspection in time. Operators should, in accordance with the technical requirements of relevant associations and inspection agencies, perform self-inspection and self-rectification of each equipment, fully identify potential safety risks, make rectifications and eliminate risks timely. If an operator fails to complete rectifications on time and cannot ensure safety, it should stop operating the related equipment, and timely report to the relevant quality supervision department. The self-inspection and self-rectification results of operators should be reported to the local quality supervision departments and relevant associations in charge of use registration within the required time limit, and then reported by the provincial quality supervision departments to the AQSIQ Special Equipment Bureau.

**2. Equipment inspection and follow-up by manufacturers.** Manufacturers should develop work plans and perform inspection and follow-up based on the characteristics of their product. **Firstly**, perform on-site inspection of passenger ropeways and large recreation facilities under operation that they designed and manufactured, check the effectiveness of safety device, integrity of structure, consistency of models, etc.. For any problems and potential risks identified, the manufacturers should propose solutions, inform operators, help conduct rectifications, and eliminate potential risks. If any potential risk for serious accidents is identified, the manufacturers should timely report to the quality supervision department in charge of equipment use registration. **Secondly**, perform inspection in respect of design, manufacture and installation. Especially given that accidents have occurred in recent years, conduct in-depth analysis of the risk points of equipment and management, optimize the design, improve technical level, enhance product quality; at the same time, to improve use and maintenance manuals, strengthen the maintenance and replacement requirements of important components and parts that wear out, etc. The inspection and follow-up results of manufacturers shall be reported to the relevant associations and inspection agencies within the required time limit, and then reported by the relevant associations to the AQSIQ Special Equipment Bureau.

**3. Trade associations to strengthen self-regulation within the industry.** Relevant trade associations should fully use industry self-regulation measures, formulate detailed work plans, promote and organize manufacturers and users to perform inspection, follow-up, self-inspection and self-rectification, respectively, propel enterprises to establish and implement risk identification and control plan, timely summarize risk identification and control information, and supervise risk identification and control by member enterprises.

**4. Inspection agencies to provide support.** Relevant inspection agencies should strictly perform inspection in accordance with the safety and technical requirements. For any problems and potential risks identified, they should propel enterprises to make rectifications; provide technical consulting and services to enterprises regarding risk identification and control; in addition to enterprises' self-inspection and self-rectification, work with relevant associations and organize professional and technical personnel to perform random inspection on equipment under operation, with a focus on equipment with a long time, high intensity of use or poor management, and equipment with more problems identified during self-inspection.

## **5. Relevant quality supervision departments to perform supervision and inspection.**

Local quality supervision departments should propel users within their jurisdiction to perform self-inspection and self-rectification in accordance with the relevant requirements, propel users to control potential risks based on the self-inspection and self-rectification results reported by the users and the manufacturers, and, in combination with local plans for the identification and control of potential safety risks, perform special inspection on the risk identification and control of users.

### V. Work Schedule

#### **1. Formulate plans, Promotion (by end of March)**

Relevant associations and inspection agencies should respectively develop detailed implementation plans, promote, and mobilize enterprises to perform risk identification and control, and should fully use various information approaches to convey work requirements to the manufacturers and operators.

#### **2. Inspection and follow-up, self-inspection and self-rectification (April to August)**

Manufacturers should perform equipment inspection and follow-up, and timely report the results. Operators should perform risk identification and control of equipment under operation, develop corrective plans for each equipment with problems and implement corrective measures, eliminate potential risk as soon as possible, and timely report the self-inspection and self-rectification results in accordance with the “one form for one equipment” requirement.

#### **3. Supervision and inspection, guard and support (September to October)**

Based on the self-inspection of each equipment of manufacturers and users, the relevant associations and inspection agencies should perform random inspections; local quality supervision departments should perform supervision and inspections based on the self-inspection reports of enterprises. For potential risks identified, the relevant associations and inspection agencies should request users to implement rectifications as soon as possible, should strengthen their law enforcement efforts towards those users that fail to make rectifications or have other illegal and noncompliant activities, and conduct investigation and punishment according to laws and regulations. During major events, relevant quality supervision departments and users should, in accordance with the major activity support plan, provide emergency guards and support.

#### **4. Summarize experience and improve mechanism (November to December)**

All localities should summarize experience and problems located during risk identification and control, and establish a sound and effective mechanism for safety supervision of passenger ropeways and large recreation facilities.

### VI. Work requirements

#### **1. Leadership to pay high attention to and strengthen supervision and inspection.**

Passenger ropeways and large recreation facilities are related to the safety of the people’s travel and entertainment. In case of an accident or serious failure, it is likely to cause adverse social impact. Local Regulatory Authorities and relevant entities should fully recognize the importance of risk identification and control, strengthen and duly implement supervision and inspection.

**2. Enforce accountability system, engage social supervision.** Manufacturers and users of passenger ropeways and large recreation facilities should be responsible for ensuring operational safety, which should take responsibility for risk inspection and control, implement rectifications of potential risks, and improve safety management level. Means of Reporting should be made available for mass complaints and whistleblowing, publish the safety condition of the facilities in a timely manner, engage social supervision; actively promote the liability insurance system for passenger ropeways and large recreation facilities, engage the insurance accident prevention and constraint incentive mechanisms, and promote risk identification and controls.

**3. Enhance promotion, timely report information.** Enhance publicity for the identification and control of potential safety risks, mobilize various interested parties to actively participate in risk identification and control, carry out safety promotion, help people to learn and master safety knowledge, enhance safety riding level, and create a good social atmosphere. Relevant associations and inspection agencies should promptly report the manufacturers' inspection and follow-up and the users' self-inspection and self-rectification, and prepare a work summary at year end. The provincial quality supervision departments should, before the 5<sup>th</sup> of each month, report the risk identification and control of passenger ropeways and large recreation facilities to the AQSIQ Special Equipment Bureau (see the attached schedule).

## Schedule

### Summary of the Identification and Control of Potential Risks of Passenger Ropeways and Large Recreation Facilities

Province:

Date of report:

DD/MM/YY

Passenger ropeways	Total number of equipment under operation				
	Self-inspection and self-rectification of users	Number of equipment for self-inspection and self-rectification		Number of potential risks rectified	
	Inspection of inspection agencies	Number of equipment inspected		Number of equipment with problems identified	
		Number of equipment rectified		Number of equipment stopped and sealed up	
Large recreation facilities	Number of equipment under operation				
	Self-inspection and self-rectification of users	Number of equipment for self-inspection and self-rectification		Number of potential risks rectified	
	Inspection of inspection agencies	Number of equipment inspected		Number of equipment with problems identified	
		Number of equipment corrected		Number of equipment stopped and sealed up	
Description of typical cases	(Additional sheets may be attached)				
Work advice	(Additional sheets may be attached)				

Note: the number inserted above should be counted cumulatively. This form should be reported affixed with official seal before the 5<sup>th</sup> of each month from May to November.



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Copied to: China Special Equipment Inspection and Research Institute, National Passenger  
Ropeway Safety Supervision and Inspection Center, China Association of Amusement Parks  
and Attractions, China Ropeway Association

## Risk Inspection Form for Fairy Train Rides Type Recreation Facilities

Equipment Name				Product Category	☐Class C	
Equipment Registration Code				Operator		
Manufacturer				Date of Manufacture	(DD/MM/YY)	
Location of Equipment (Province)		Location of Equipment (City/District)		Detailed Location		
Equipment Parameters	Capacity (Number of People)		Running Altitude		Number of Coasters	
	Running Velocity				Designed Working Life	
No.	Item	Inspection Requirements	Inspection Results		Rectifications	Remark
1	Routine inspection	Daily, monthly and yearly inspections performed by the operator should meet the requirements set forth in its latest operation and maintenance manual.	<input type="checkbox"/> Daily, monthly and yearly inspection forms meet the requirements set forth in its latest operation and maintenance manual. <input type="checkbox"/> The user has performed routine inspections as required. <input type="checkbox"/> Problems identified:			
2	Key welded joints	There should be no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects in welded joints. <b>The inspection should focus on wheel frame, vehicle frame, vehicle beam, axle, seat frame and car connector welded joints. Flaw detection should be performed if necessary.</b>	<input type="checkbox"/> There is no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects on the surface of welded joints. Positions inspected: <input type="checkbox"/> Wheel frame <input type="checkbox"/> Vehicle frame <input type="checkbox"/> Vehicle beam <input type="checkbox"/> Axle <input type="checkbox"/> Seat frame <input type="checkbox"/> Car connector <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):			

3	Connections between key parts	There should be anti-loose measures and anti-loose labels for bolted connections. There should be anti-loose measures for hinge pin connections. <b>The inspection should focus on the connecting bolts and the hinge pins of the cars or locomotives, rail, braking device, transmissions and other key structures.</b>	<input type="checkbox"/> There are anti-loose measures for bolted connections. <input type="checkbox"/> There are anti-loose labels. <input type="checkbox"/> There are anti-loose measures for hinge pin connections. Positions inspected: <input type="checkbox"/> Cars or locomotives <input type="checkbox"/> Rail <input type="checkbox"/> Braking device <input type="checkbox"/> Transmissions <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for the defect, additional sheets may be attached):		
4	Key structural components	There should be no rusting, wear or deformation in the structural components that will affect safety. <b>The inspection should focus on the vehicle frame, connecting beam, seat frame and rail.</b>	<input type="checkbox"/> There is no rusting, wear or deformation that will affect safety. Positions inspected: <input type="checkbox"/> Car frame <input type="checkbox"/> Connecting beam <input type="checkbox"/> Seat framework <input type="checkbox"/> Rail <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for the defect, additional sheets may be attached):		
5	Braking device	The braking device should be safe and reliable. The average braking distance should be less than 8m.	Type of braking device: <input type="checkbox"/> The braking device is safe and reliable. The average braking distance (which should be less than 8m): _____ <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):		
6	Lubrication and leakage	Parts of bearings and contact surfaces with relative motion should be lubricated, convenient for adding lubricant, and without lubricant drip, and there should be no lubricant leakage at the parts without relative motion. <b>The inspection should focus on wheel bearings and wheel frame bearings.</b>	<input type="checkbox"/> The parts with relative motion have been lubricated; <input type="checkbox"/> Convenient for adding lubricant; <input type="checkbox"/> Without lubricant drip; <input type="checkbox"/> There is no lubricant leakage at the parts without relative motion; Positions inspected: <input type="checkbox"/> Wheel bearings <input type="checkbox"/> Wheel frame bearings <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		

7	Electrical control	Key sensors should be effective, circuits must be connected firmly and neatly with clear labels and there should be no obvious aging. <b>The inspection should focus on the safety interlocks, sensors for position/velocity control, wires and the electrical installation of electrical cabinet and control cabinet.</b>	<input type="checkbox"/> The sensors are effective; <input type="checkbox"/> The circuits are connected firmly and neatly with clear labels; <input type="checkbox"/> There is no obvious aging of the circuits; <input type="checkbox"/> The automatic control device preventing trolleys from colliding with each other has passed test and meet requirements. Positions inspected:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
8	Others	Add according to the specific situation of the equipment			
Major breakdowns occurred during equipment operation and measures taken by the operator and measures taken by the manufacturer		1. (E.g., hydraulic system pressure loss due to oil leakage; sudden stop of equipment due to false signal of sensor) 2. 3.			
Problems occurred during equipment repair and maintenance and solutions		1. (E.g., severe abrasion of a component, gearbox has been changed) 2. 3.			
Details of problems identified during inspection					
Inspector			Date of Inspection	(DD/MM/YY)	
Manufacturer (Seal)					

Note:

1. When filling in the column "Inspection Results", mark "□" with "√", "×" or "/" to indicate "positive", "negative" or "N/A" respectively.
2. With respect to item 7, inspection data should be filled in the corresponding places.
3. Additional sheets may be attached if the space of any of the above columns is not enough.

## Risk Inspection Form of Auto-Control Fighter-Type Recreation Facility

Equipment Name				Product Category	□A □B □C	
Equipment Registration Code				Operator		
Manufacturer				Date of Manufacture	(DD/MM/YY)	
Location of Equipment (Province)		Location of Equipment (City/District)		Detailed Location		
Equipment Parameters	Capacity (Number of People)		Running Altitude		Number of Seats	
	Running Velocity		Swing Diameter		Designed Working Life	
#	Item	Inspection Requirements	Inspection Results		Rectifications	Remark
1	Routine inspection	Daily, monthly and yearly inspections performed by the operator should meet the requirements set forth in its latest operation and maintenance manual.	<input type="checkbox"/> Daily, monthly and yearly inspection forms meet the requirements set forth in its latest operation and maintenance manual. <input type="checkbox"/> The user has performed routine inspections as required. <input type="checkbox"/> Problems identified:			
2	Foundation	There should be no uneven subsidence, cracking, looseness or other abnormalities in the foundation that will affect safety.	<input type="checkbox"/> There is no defect in the foundation that will affect the normal operation of the equipment. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			
3	Key welded joints	There should be no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects in welded joints. <b>The inspection should focus on the support structure, main axle, big arm, seat frame, welded joints and base metal of tie-down blocks, welded joints and base metal of seats. Flaw detection should be performed if necessary.</b>	<input type="checkbox"/> There is no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects on the surface of welded joints. Position inspected: <input type="checkbox"/> Support Structure <input type="checkbox"/> Main axle <input type="checkbox"/> Big arm <input type="checkbox"/> Seat frame <input type="checkbox"/> Welded joints and base metal of tie-down blocks <input type="checkbox"/> Seats  <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):			

4	Connections between key parts	There should be anti-loose measures and anti-loose labels for bolted connections. There should be anti-loose measures for hinge pin connections. <b>The inspection should focus on the connecting bolts and the hinge pins of the main axle, big arm, seat frame, tie-down block, seats and other key structures.</b>	<input type="checkbox"/> There are anti-loose measures for bolted connections. <input type="checkbox"/> There are anti-loose labels. <input type="checkbox"/> There are anti-loose measures for hinge pin connections. Positions inspected: <input type="checkbox"/> Main axle <input type="checkbox"/> Big arm <input type="checkbox"/> Seat frame <input type="checkbox"/> Seats <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
5	Key structural components	There should be no rusting, wear or deformation in structural components that will affect safety. <b>The inspection should focus on the main axle, big arm, seat frame, tie-down block and seats.</b>	<input type="checkbox"/> There is no rusting, wear or deformation that will affect safety. Positions inspected: <input type="checkbox"/> Main axle <input type="checkbox"/> Big arm <input type="checkbox"/> Seat frame <input type="checkbox"/> Seats <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
6	Safety tie-down block	After being locked up, the safety tie-down block cannot be opened by tourists, and will not fall off easily. The idle stroke of tie-down block should be not more than 35mm.	<input type="checkbox"/> The tie-down block locking devices are effective. The measured idle stroke of tie-down blocks is:     mm. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
7	Safety belts	The safety belts should be replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual.	<input type="checkbox"/> The safety belts have been replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
8	Braking device	The motion of braking devices should be effective and there should be no wear beyond standard wear and tear.	<input type="checkbox"/> The motion of braking device is effective. <input type="checkbox"/> The thickness of the brake is:     mm. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		

9	Lubrication and leakage	Parts of bearings and contact surfaces with relative motion should be lubricated, convenient for adding lubricant, and without lubricant drip, and there should be no lubricant leakage at the parts without relative motion. <b>The inspection should focus on the mechanical transmissions, e.g., slewing bearing and speed reducer.</b>	<input type="checkbox"/> The parts with relative motion have been lubricated; <input type="checkbox"/> Convenient for adding lubricant; <input type="checkbox"/> Without lubricant drip; <input type="checkbox"/> There is no lubricant leakage at the parts with no relative motion; Positions inspected: <input type="checkbox"/> Slewing bearing <input type="checkbox"/> Speed reducer <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
10	Electric control	Key sensors should be effective, circuits must be connected firmly and neatly with clear labels and there should be no obvious aging. <b>The inspection should focus on safety interlocks, sensors for position/velocity control, wires and the electric installation of electrical cabinet and control cabinet.</b>	<input type="checkbox"/> The sensors are effective; <input type="checkbox"/> The circuits are connected firmly and neatly with clear labels; <input type="checkbox"/> The circuits have no obvious aging; <input type="checkbox"/> The anti-falling automatic control devices have passed test and meet requirements. Positions inspected: <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
11	Others	Add according to the specific situation of the equipment			
Major breakdowns occurred during equipment operation and measures taken by the operator and measures taken by the manufacturer	1. (E.g., hydraulic system pressure loss due to oil leakage; sudden stop of equipment due to false signal of sensor) 2. 3.				
Problems occurred during equipment repair and maintenance and solutions	1. (E.g., severe abrasion of a component, gearbox has been changed) 2. 3.				
Details of problems identified during inspection					
Inspector			Date of Inspection	(DD/MM/YY)	
Manufacturer (Seal)					

Note:

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1. When filling in the column “Inspection Results”, mark “□” with “√”, “×” or “/” to indicate “positive”, “negative” or “N/A” respectively.
  2. With respect to items 6 and 8, inspection data should be filled in the corresponding places.
  3. Additional sheets may be attached if the space of any of the above columns is not enough.



## Risk Inspection Form of Bumper Car-Type Recreation Facility

Equipment Name				Product Category	<input type="checkbox"/> C	
Equipment Registration Code				Operator		
Manufacturer				Date of Manufacture	(DD/MM/YY)	
Location of Equipment (Province)		Location of Equipment (City/District)		Detailed Location		
Equipment Parameters	Capacity (Number of People)					
	Running Velocity				Designed Working Life	
No.	Item	Inspection Requirements	Inspection Results	Rectifications	Remark	
1	Routine inspection	Daily, monthly and yearly inspections performed by the operator should meet the requirements set forth in its latest operation and maintenance manual.	<input type="checkbox"/> Daily, monthly and yearly inspection forms meet the requirements set forth in its latest operation and maintenance manual. <input type="checkbox"/> The user has performed routine inspections as required. <input type="checkbox"/> Problems identified:			
2	Key welded joints	There should be no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects in welded joints. <b>The inspection should focus on the vehicle frame.</b>	<input type="checkbox"/> There is no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects on the surface of welded joints. Positions inspected: <input type="checkbox"/> Vehicle frame <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			
3	Connections between key parts	There should be anti-loose measures and anti-loose labels for bolted connections. There should be anti-loose measures for hinge pin connections. <b>The inspection should focus on the connecting bolts and the hinge pins of the vehicle, braking device, transmissions and other key structures.</b>	<input type="checkbox"/> There are anti-loose measures for bolted connections. <input type="checkbox"/> There are anti-loose labels. <input type="checkbox"/> There are anti-loose measures for hinge pin connections. Positions inspected: <input type="checkbox"/> Vehicle <input type="checkbox"/> Braking device <input type="checkbox"/> Transmissions <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			

4	Key structural components	There should be no rusting, wear or deformation in the structural components that will affect safety. <b>The inspection should focus on the vehicle frame and seat framework.</b>	<input type="checkbox"/> There is no rusting, wear or deformation that will affect safety. Positions inspected: <input type="checkbox"/> Car frame <input type="checkbox"/> Seat frame <input type="checkbox"/> Other positions: <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
5	Safety belts	The safety belts should be replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual.	<input type="checkbox"/> The safety belts have been replaced in accordance with the specifications, time periods and conditions set forth in the operation and maintenance manual. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
6	Electrical control	Key sensors should be effective, circuits must be connected firmly and neatly with clear labels and there should be no obvious aging. <b>The inspection should focus on the safety interlocks, sensors for position/velocity control, wires and the electrical installation of electrical cabinet and control cabinet.</b>	<input type="checkbox"/> The sensors are effective; <input type="checkbox"/> The circuits are connected firmly and neatly with clear labels; <input type="checkbox"/> The circuits have no obvious aging; Positions inspected: <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
7	Others	Add according to the specific situation of the equipment			
Major breakdowns occurred during equipment operation and measures taken by the operator and measures taken by the manufacturer		1. (E.g., hydraulic system pressure loss due to oil leakage; sudden stop of equipment due to false signal of sensor) 2. 3.			
Problems occurred during equipment repair and maintenance and solutions		1. (E.g., severe abrasion of a component, gearbox has been changed) 2. 3.			
Details of problems identified during inspection					
Inspector		Date of Inspection		(DD/MM/YY)	
Manufacturer (Seal)					

Note:

1. When filling in the column “Inspection Results”, mark “□” with “√”, “×” or “/” to indicate “positive”, “negative” or “N/A” respectively.
2. With respect to item 7, inspection data should be filled in the corresponding places.
3. Additional sheets may be attached if the space of any of the above columns is not enough.

## Risk Inspection Form of Coaster-Type Rides Recreation Facility

Equipment Name				Product Category	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C	
Equipment Registration Code				Operator		
Manufacturer				Date of Manufacture	(DD/MM/YY)	
Location of Equipment (Province)		Location of Equipment (City/District)		Detailed Location		
Equipment Parameters	Capacity (Number of People)		Rail Altitude		Number of Coasters	
	Running Velocity		Number of Locomotives		Designed Working Life	
No.	Item	Inspection Requirements	Inspection Results		Rectifications	Remark
1	Routine inspection	Daily, monthly and yearly inspections performed by the operator should meet the requirements set forth in its latest operation and maintenance manual.	<input type="checkbox"/> Daily, monthly and yearly inspection forms meet the requirements set forth in its latest operation and maintenance manual. <input type="checkbox"/> The operator has performed routine inspections as required. <input type="checkbox"/> Problems identified:			
2	Foundation	There should be no uneven subsidence, cracking, looseness or other abnormalities in the foundation that will affect safety.	<input type="checkbox"/> There is no defect in the foundation that will affect the normal operation of the equipment. <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):			
3	Key welded joints	There should be no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects in welded joints. <b>The inspection should focus on wheel frame, vehicle frame, vehicle beam, axle, seat frame, tie-down block, rail docking points, and column welded joints. Flaw detection should be performed if necessary.</b>	<input type="checkbox"/> There is no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects on the surface of welded joints. Positions inspected: <input type="checkbox"/> Wheel frame <input type="checkbox"/> Vehicle frame <input type="checkbox"/> Vehicle beam <input type="checkbox"/> Axle <input type="checkbox"/> Seat frame <input type="checkbox"/> Tie-down block <input type="checkbox"/> Rail docking points <input type="checkbox"/> Column welded joints <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			

4	Connections between key parts	There should be anti-loose measures and anti-loose labels for bolted connections. There should be anti-loose measures for hinge pin connections. <b>The inspection should focus on the connecting bolts and the hinge pins of the coasters or locomotives, rail columns, braking device, non-return device, transmissions and other key structures.</b>	<input type="checkbox"/> There are anti-loose measures. <input type="checkbox"/> There are anti-loose labels. <input type="checkbox"/> There are anti-loose measures for hinge pin connections. Positions inspected: <input type="checkbox"/> Coasters or locomotives <input type="checkbox"/> Rail columns <input type="checkbox"/> Braking device <input type="checkbox"/> Non-return device <input type="checkbox"/> Transmissions <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
5	Key structural components	There should be no rusting, wear or deformation in the structural components that will affect safety. <b>The inspection should focus on the vehicle frame, connecting beam, seat frame and rail columns.</b>	<input type="checkbox"/> There is no rusting, wear or deformation that will affect safety. Positions inspected: <input type="checkbox"/> Vehicle frame <input type="checkbox"/> Connecting beam <input type="checkbox"/> Seat frame <input type="checkbox"/> Rail column <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
6	Safety tie-down block	After being locked up, the safety tie-down block cannot be opened by the tourist, and will not fall off easily. The idle stroke of tie-down block should be not more than 35mm.	<input type="checkbox"/> The tie-down block locking devices are effective. The measured idle stroke of tie-down blocks is:   mm. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
7	Safety belts	The safety belts should be replaced in accordance with the specifications, time periods and conditions set forth in the operation and maintenance manual.	<input type="checkbox"/> The safety belts have been replaced in accordance with the specifications, time periods and conditions set forth in the operation and maintenance manual. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
8	Braking devices	The motion of braking devices should be effective and there should be no wear beyond the standard wear and tear.	<input type="checkbox"/> The motion of braking device is effective. <input type="checkbox"/> The thickness of the brake is:   mm. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		

9	Non-return device	The non-return device should be effective at full load or empty load.	<input type="checkbox"/> The non-return device is effective. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
10	Lubrication and leakage	Parts of bearings and contact surfaces with relative motion should be lubricated, convenient for adding lubricant, and without lubricant drip, and there should be no lubricant leakage at the parts with no relative motion. <b>The inspection should focus on hoisting chain, wheel bearings and wheel stand bearings.</b>	<input type="checkbox"/> The parts with relative motion have been lubricated; <input type="checkbox"/> Convenient for adding lubricant; <input type="checkbox"/> Without lubricant drip; <input type="checkbox"/> There is no lubricant leakage at the parts with no relative motion; Positions inspected: <input type="checkbox"/> Hoisting chains <input type="checkbox"/> Wheel bearings <input type="checkbox"/> Wheel stand bearings <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):		
11	Electrical control	Key sensors should be effective, circuits must be connected firmly and neatly with clear labels and there should be no obvious aging. <b>The inspection should focus on safety interlocks, sensors for position/velocity control, wires and the electric installation of electrical cabinet and control cabinet.</b>	<input type="checkbox"/> The sensors are effective; <input type="checkbox"/> The circuits are connected firmly and neatly with clear labels; <input type="checkbox"/> The circuits have no obvious aging; <input type="checkbox"/> The automatic control device preventing trolleys from colliding with each other has passed test and meet requirements. Positions inspected:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
12	Others	Add according to the specific situation of the equipment			
Major breakdowns occurred during equipment operation and measures taken by the operator and measures taken by the manufacturer		1. (E.g., hydraulic system pressure loss due to oil leakage; sudden stop of equipment due to false signal of sensor) 2. 3.			
Problems occurred during equipment repair and maintenance and solutions		1. (E.g., severe abrasion of a component, gearbox has been changed) 2. 3.			

Details of problems identified during inspection			
Inspector		Date of Inspection	(DD/MM/YY)
Manufacturer (Seal)			

Note:

1. When filling in the column "Inspection Results", mark "□" with "√", "×" or "/" to indicate "positive", "negative" or "N/A" respectively.
2. With respect to items 6 and 8, inspection data should be filled in the corresponding places.
3. Additional sheets may be attached if the space of any of the above columns is not enough.

## Risk Inspection Form of Flying Tower-Type Recreation Facility

Equipment Name				Product Category	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C	
Equipment Registration Code				Operator		
Manufacturer				Date of Manufacture	(DD/MM/YY)	
Location of Equipment (Province)		Location of Equipment (City/District)		Detailed Location		
Equipment Parameters	Capacity (Number of People)		Running Altitude		Number of Seats	
	Running Velocity				Designed Working Life	
#	Item	Inspection Requirements	Inspection Results	Corrections	Remark	
1	Routine inspection	Daily, monthly and yearly inspections performed by the operator should meet the requirements set forth in its latest operation and maintenance manual.	<input type="checkbox"/> Daily, monthly and yearly inspection forms meet the requirements set forth in its latest operation and maintenance manual. <input type="checkbox"/> The operator has performed routine inspections according to requirements. <input type="checkbox"/> Problems identified:			
2	Foundation	There should be no uneven subsidence, cracking, looseness or other abnormalities in the foundation that will affect safety.	<input type="checkbox"/> There is no defect in the foundation that will affect the normal operation of the equipment. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			
3	Key welded joints	There should be no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects in welded joints. <b>The inspection should focus on the welded joints of tower structure, hanging structure, seat frame and tie-down block. Flaw detection should be performed if necessary.</b>	<input type="checkbox"/> There is no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects on the surface of welded joints. Positions inspected: <input type="checkbox"/> Tower structure <input type="checkbox"/> Hanging structure <input type="checkbox"/> Seat frame <input type="checkbox"/> Tie-down block <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			



4	Connections between key parts	There should be anti-loose measures and anti-loose labels for bolted connections. There should be anti-loose measures for hinge pin connections. <b>The inspection should focus on the connecting bolts of tower structure and the connecting bolts and hinge pins of seat hanging structure and other key structures.</b>	<input type="checkbox"/> There are anti-loose measures, and anti-loose labels for bolted connections. <input type="checkbox"/> There are anti-loose measures for hinge pin connections. Positions inspected: <input type="checkbox"/> Connecting bolts of tower structure <input type="checkbox"/> Seat hanging structure <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
5	Key structural components	There should be no rusting, wear or deformation in structural components that will affect safety. <b>The inspection should focus on the column guide structure and seat frame.</b>	<input type="checkbox"/> There is no rusting, wear or deformation that will affect safety. Positions inspected: <input type="checkbox"/> Column guide structure <input type="checkbox"/> Seat frame <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
6	Steel wire ropes and elastic parts	There should be no broken wire or breakage of steel wire ropes. There should be no aging or use beyond replacement cycle of elastic parts.	<input type="checkbox"/> There is no broken wire or breakage of steel wire ropes. <input type="checkbox"/> There is no aging or use beyond replacement cycle of elastic parts.  <input type="checkbox"/> Problems identified (specify the detailed positions, type and number of and reason for defect, additional sheets may be attached):		
7	Tie-down block locking devices	Inspect whether the tie-down block locking devices are effective. Measure the idle stroke of tie-down blocks, which should be not more than 35mm.	<input type="checkbox"/> The tie-down block locking devices are effective. The measured idle stroke of tie-down blocks is:     mm. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
8	Safety belts	The safety belts should be replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual.	<input type="checkbox"/> The safety belts have been replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual. <input type="checkbox"/> Problems identified (specify the detailed location, type and number of and reason for defect, additional sheets may be attached):		
9	Braking devices	The motion of braking devices should be effective and there should be no excessive wear.	<input type="checkbox"/> The motion of braking devices is effective. <input type="checkbox"/> The thickness of the brake is:     mm. <input type="checkbox"/> Problems identified (specify the detailed positions, type and number of and reason for defect, additional sheets may be attached):		

10	Anti-falling protective devices	The motions of safety gears, speed limiters, ratchets and other devices used to prevent seats falling should be flexible and the installation should meet requirements.	<input type="checkbox"/> The anti-falling devices are effective and their motions are flexible. <input type="checkbox"/> Problems identified (specify the detailed positions, type and number of and reason for defect, additional sheets may be attached):		
11	Lubrication and leakage	Parts of bearings and contact surfaces with relative motion should be lubricated, convenient for adding lubricant, and without lubricant drip, and there should be no lubricant leakage at the parts without relative motion. <b>The inspection should focus on the hoisting ropes and pulley bearings.</b>	<input type="checkbox"/> The parts with relative motion have been lubricated; <input type="checkbox"/> Convenient for adding lubricant; <input type="checkbox"/> Without lubricant drip; <input type="checkbox"/> There is no lubricant leakage at the parts without relative motion; Positions inspected: <input type="checkbox"/> Hoisting ropes <input type="checkbox"/> Pulley bearings <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed positions, type and number of and reason for defect, additional sheets may be attached):		
12	Electrical control	Key sensors should be effective, circuits must be connected firmly and neatly with clear labels and there should be no obvious aging. <b>The inspection should focus on the safety interlocks, sensors for position/velocity control, wire and the electrical installation of electrical cabinet and control cabinet.</b>	<input type="checkbox"/> The sensors are effective; <input type="checkbox"/> The circuits are connected firmly and neatly with clear labels; <input type="checkbox"/> The circuits have no obvious aging; <input type="checkbox"/> The top and bottom stop blocks of the seats have passed test and meet requirements; Positions inspected:  <input type="checkbox"/> Problems (specify the detailed location, type and number of and reason for defect, additional sheets may be attached):		
13	Others	Add according to the specific situation of the equipment			
Major breakdowns occurred during equipment operation and measures taken by the operator and measures taken by the manufacturer		1. (E.g., hydraulic system pressure loss due to oil leakage; sudden stop of equipment due to false signal of sensor) 2. 3.			
Problems occurred during equipment repair and maintenance and solutions		1. (E.g., severe abrasion of a component, gearbox has been changed) 2. 3.			
Details of problems identified during inspection					

Inspector		Date of Inspection	(DD/MM/YY)
Manufacturer (Seal)			

Note:

1. When filling in the column "Inspection Results", mark "□" with "√", "×" or "/" to indicate "positive", "negative" or "N/A" respectively.
2. With respect to items 7 and 9, inspection data should be filled in the corresponding places.
3. Additional sheets may be attached if the space of any of the above columns is not enough.

### Risk Inspection Form of Merry-Go-Round-Type Recreation Facility

Equipment Name				Product Category	□A □B □C	
Equipment Registration Code				Operator		
Manufacturer				Date of Manufacture	(DD/MM/YY)	
Location of Equipment (Province)		Location of Equipment (City/District)		Detailed Location		
Equipment Parameters	Capacity (Number of People)		Running Altitude		Number of Seats	
	Running Velocity		Swing Diameter		Designed Working Life	
#	Item	Inspection Requirements	Inspection Results		Rectifications	Remark
1	Routine inspection	Daily, monthly and yearly inspections performed by the operator should meet the requirements set forth in its latest operation and maintenance manual.	<input type="checkbox"/> Daily, monthly and yearly inspection forms meet the requirements set forth in its latest operation and maintenance manual. <input type="checkbox"/> The user has performed routine inspections as required. <input type="checkbox"/> Problems identified:			
2	Foundation	There should be no uneven subsidence, cracking, looseness or other abnormalities in the foundation that will affect safety.	<input type="checkbox"/> There is no defect in the foundation that will affect the normal operation of the equipment. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			

3	Key welded joints	There should be no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects in welded joints. <b>The inspection should focus on the support structure, seat hanging axle, big arm, seat frame, welded joints and base metal of tie-down blocks, welded joints and base metal of seats. Flaw detection should be performed if necessary.</b>	<input type="checkbox"/> There is no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects on the surface of welded joints. Position inspected: <input type="checkbox"/> Support structure <input type="checkbox"/> Seat hanging axle <input type="checkbox"/> Big arm <input type="checkbox"/> Seat frame <input type="checkbox"/> Welded joints and base metal of tie-down blocks <input type="checkbox"/> Welded joints of seats <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
4	Connections between key parts	There should be anti-loose measures and anti-loose labels for bolted connections. There should be anti-loose measures for hinge pin connections. <b>The inspection should focus on the connecting bolts and hinge pins on key structural components, e.g. turntable truss bolts and seat hanging axle connecting bolts.</b>	<input type="checkbox"/> There are anti-loose measures for bolted connections. <input type="checkbox"/> There are anti-loose labels. <input type="checkbox"/> There are anti-loose measures for hinge pin connections. Positions inspected: <input type="checkbox"/> Turntable truss bolts <input type="checkbox"/> Seat hanging axle <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
5	Key structural components	There should be no rusting, wear or deformation in structural components that will affect safety. <b>The inspection should focus on the turntable truss, main axle and seat frame.</b>	<input type="checkbox"/> There is no rusting, wear or deformation that will affect safety. Positions inspected: <input type="checkbox"/> Turntable truss <input type="checkbox"/> Main axle <input type="checkbox"/> Seat frame <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):		
6	Safety tie-down block	After being locked up, the safety tie-down block cannot be opened by tourist and will not fall off easily. The idle stroke of tie-down block should be not more than 35mm.	<input type="checkbox"/> The tie-down block locking devices are effective. The measured idle stroke of tie-down blocks is:    mm. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		

7	Safety belts	The safety belts should be replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual.	<input type="checkbox"/> The safety belts have been replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
8	Braking device	The motion of braking devices should be effective and there should be no wear beyond standard wear and tear.	<input type="checkbox"/> The motion of braking device is effective. <input type="checkbox"/> The thickness of the brake is:       mm. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
9	Lubrication and leakage	Parts of bearings and contact surfaces with relative motion should be lubricated, convenient for adding lubricant, and without lubricant drip, and there should be no lubricant leakage at the parts without relative motion. <b>The inspection should focus on mechanical transmissions, e.g., slewing bearing and speed reducer.</b>	<input type="checkbox"/> The parts with relative motion have been lubricated; <input type="checkbox"/> Convenient for adding lubricant; <input type="checkbox"/> Without lubricant drip; <input type="checkbox"/> There is no lubricant leakage at the parts without relative motion; <input type="checkbox"/> The parts with relative motion have been lubricated; <input type="checkbox"/> Convenient for adding lubricant; <input type="checkbox"/> Without lubricant drip; <input type="checkbox"/> There is no lubricant leakage at the parts without relative motion; Positions inspected: <input type="checkbox"/> Slewing bearing <input type="checkbox"/> Speed reducer <input type="checkbox"/> Other positions: <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
10	Electrical control	Key sensors should be effective, circuits must be connected firmly and neatly with clear labels and there should be no obvious aging. <b>The inspection should focus on the safety interlocks, sensors for position/velocity control, wire and the electrical installation of electrical cabinet and control cabinet.</b>	<input type="checkbox"/> The sensors are effective; <input type="checkbox"/> The circuits are connected firmly and neatly with clear labels; <input type="checkbox"/> There is no obvious aging of the circuits; <input type="checkbox"/> The anti-overspeed automatic control devices have passed test and meet requirements. Positions inspected: <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
11	Others	Add according to the specific situation of the equipment			

Major breakdowns occurred during equipment operation and measures taken by the operator and measures taken by the manufacturer	1. (E.g., hydraulic system pressure loss due to oil leakage; sudden stop of equipment due to false signal of sensor) 2. 3.		
Problems occurred during equipment repair and maintenance and solutions	1. (E.g., severe abrasion of a component, gearbox has been changed) 2. 3.		
Details of problems identified during inspection			
Inspector		Date of Inspection	(DD/MM/YY)
Manufacturer (Seal)			

Note:

1. When filling in the column "Inspection Results", mark "□" with "√", "×" or "/" to indicate "positive", "negative" or "N/A" respectively.
2. With respect to items 6 and 8, inspection data should be filled in the corresponding places.
3. Additional sheets may be attached if the space of any of the above columns is not enough.

### Risk Inspection Form of Monorail-Type Recreation Facility

Equipment Name				Product Category	□A □B □C		
Equipment Registration Code				Operator			
Manufacturer				Date of Manufacture	(DD/MM/YY)		
Location of Equipment (Province)		Location of Equipment (City/District)		Detailed Location			
Equipment Parameters	Capacity (Number of People)		Rail Altitude		Number of Coasters		
	Running Velocity		Number of Locomotives		Designed Working Life		
#	Item	Inspection Requirements	Inspection Results	Rectifications	Remark		
1	Routine inspection	Daily, monthly and yearly inspections performed by the operator should meet the requirements set forth in its latest operation and maintenance manual.	<input type="checkbox"/> Daily, monthly and yearly inspection forms meet the requirements set forth in its latest operation and maintenance manual. <input type="checkbox"/> The user has performed routine inspections as required. <input type="checkbox"/> Problems identified:				
2	Foundation	There should be no uneven subsidence, cracking, looseness or other abnormalities in the foundation that will affect safety.	<input type="checkbox"/> There is no defect in the foundation that will affect the normal operation of the equipment. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):				
3	Key welded joints	There should be no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects in welded joints. <b>The inspection should focus on wheel stand, car frame, car beam, car bridge, seat frame and column welded joints. Flaw detection should be performed if necessary.</b>	<input type="checkbox"/> There is no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects on the surface of welded joints. Positions inspected: <input type="checkbox"/> Wheel stand <input type="checkbox"/> Car frame <input type="checkbox"/> Car beam <input type="checkbox"/> Car bridge <input type="checkbox"/> Seat frame <input type="checkbox"/> Column welded joints <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):				



4	Connections between key parts	There should be anti-loose measures and anti-loose labels for bolted connections. There should be anti-loose measures for hinge pin connections. <b>The inspection should focus on the connecting bolts and the hinge pins of the cars or locomotives, rail columns, braking device, transmissions and other key structures.</b>	<input type="checkbox"/> There are anti-loose measures for connecting bolts. <input type="checkbox"/> There are anti-loose labels. <input type="checkbox"/> There are anti-loose measures for hinge pin connections. Positions inspected: <input type="checkbox"/> Cars or locomotives <input type="checkbox"/> Rail columns <input type="checkbox"/> Braking device <input type="checkbox"/> Transmissions <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
5	Key structural components	There should be no rusting, wear or deformation in the structural components that will affect safety. <b>The inspection should focus on the vehicle frame, connecting beam, seat frame and rail columns.</b>	<input type="checkbox"/> There is no rusting, wear or deformation that will affect safety. Positions inspected: <input type="checkbox"/> Vehicle frame <input type="checkbox"/> Connecting beam <input type="checkbox"/> Seat frame <input type="checkbox"/> Rail column <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
6	Safety belts	The safety belts should be replaced in accordance with the specifications, time periods and conditions set forth in the operation and maintenance manual.	<input type="checkbox"/> The safety belts have been replaced in accordance with the specifications, time periods and conditions set forth in the operation and maintenance manual. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
7	Braking devices	The motion of braking devices should be effective and there should be no wear beyond standard wear and tear.	<input type="checkbox"/> The motion of braking device is effective. <input type="checkbox"/> The thickness of the brake is: mm. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
8	Lubrication and leakage	Parts of bearings and contact surfaces with relative motion should be lubricated, convenient for adding lubricant, and without lubricant drip, and there should be no lubricant leakage at the parts without relative motion. <b>The inspection should focus on hoisting chain, wheel bearings and wheel stand bearings.</b>	<input type="checkbox"/> The parts with relative motion have been lubricated; <input type="checkbox"/> Convenient for adding lubricant; <input type="checkbox"/> Without lubricant drip; <input type="checkbox"/> There is no lubricant leakage at the parts without relative motion; Positions inspected: <input type="checkbox"/> Hoisting chains <input type="checkbox"/> Wheel bearings <input type="checkbox"/> Wheel stand bearings <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):		

9	Electric control	Key sensors should be effective, circuits must be connected firmly and neatly with clear labels and there should be no obvious aging. <b>The inspection should focus on safety interlocks, sensors for position/velocity control, wires and the electric installation of electrical cabinet and control cabinet.</b>	<input type="checkbox"/> The sensors are effective; <input type="checkbox"/> The circuits are connected firmly and neatly with clear labels; <input type="checkbox"/> The circuits has no obvious aging; <input type="checkbox"/> The automatic control device preventing trolleys from colliding with each other has passed test and meet requirements. Positions inspected:  <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):		
10	Others	Add according to the specific situation of the equipment			
Major breakdowns occurred during equipment operation and measures taken by the operator and measures taken by the manufacturer		1. (E.g., hydraulic system pressure loss due to oil leakage; sudden stop of equipment due to false signal of sensor) 2. 3.			
Problems occurred during equipment repair and maintenance and solutions		1. (E.g., severe abrasion of a component, gearbox has been changed) 2. 3.			
Details of problems identified during inspection					
Inspector		Date of Inspection	(DD/MM/YY)		
Manufacturer (Seal)					

Note:

1. When filling in the column "Inspection Results", mark "□" with "√", "×" or "/" to indicate "positive", "negative" or "N/A" respectively.
2. With respect to item 7, inspection data should be filled in the corresponding places.
3. Additional sheets may be attached if the space of any of the above columns is not enough.

## Risk Inspection Form of Non-Powered Type Recreation Facilities

Equipment Name				Product Category	□A □B □C	
Equipment Registration Code				Operator		
Manufacturer				Date of Manufacture	(DD/MM/YY)	
Location of Equipment (Province)		Location of Equipment (City/District)		Detailed Location		
Equipment Parameters	Capacity (Number of People)		Running Altitude			
	Running Velocity		Rope Length		Designed Working Life	
#	Item	Inspection Requirements	Inspection Results	Rectifications	Remark	
1	Routine inspection	Daily, monthly and yearly inspections performed by the operator should meet the requirements set forth in its latest operation and maintenance manual.	<input type="checkbox"/> Daily, monthly and yearly inspection forms meet the requirements set forth in its latest operation and maintenance manual. <input type="checkbox"/> The user has performed routine inspections as required. <input type="checkbox"/> Problems identified:			
2	Foundation	There should be no uneven subsidence, cracking, looseness or other abnormalities in the foundation that will affect safety.	<input type="checkbox"/> There is no defect in the foundation that will affect the normal operation of the equipment. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			
3	Key welded joints	There should be no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects in welded joints. <b>The inspection should focus on the welded joints of tower structure, hanging structure, seat frames and tie-down blocks. Flaw detection should be performed if necessary.</b>	<input type="checkbox"/> There is no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects on the surface of welded joints. Positions inspected: <input type="checkbox"/> Tower structure <input type="checkbox"/> Hanging structure <input type="checkbox"/> Seat frames <input type="checkbox"/> Tie-down blocks <input type="checkbox"/> Other positions: <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			

4	Connections between key parts	There should be anti-loose measures and anti-loose labels for bolted connections. There should be anti-loose measures for hinge pin connections. <b>The inspection should focus on the connecting bolts of tower structure and the connecting bolts and hinge pins of seat hanging structure and other key structures.</b>	<input type="checkbox"/> There are anti-loose measures for bolted connections. <input type="checkbox"/> There are anti-loose labels. <input type="checkbox"/> There are anti-loose measures for hinge pin connections. Positions inspected: <input type="checkbox"/> Connecting bolts of tower structure <input type="checkbox"/> Seat hanging structure <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
5	Key structural components	There should be no rusting, wear or deformation in the structural components that will affect safety. <b>The inspection should focus on the column guide structure and seat framework, etc.</b>	<input type="checkbox"/> There is no rusting, wear or deformation that will affect safety. Positions inspected: <input type="checkbox"/> Column guide structure <input type="checkbox"/> Seat framework <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
6	Steel wire ropes	There should be no broken wire or breakage of steel wire ropes. There should be a device for preventing steel wire rope from falling off from the pulley. There should be a device for preventing the coiling block from over-wind.	<input type="checkbox"/> There is no broken wire or breakage of steel wire ropes. <input type="checkbox"/> There is a device for preventing steel wire rope from falling off from the pulley. Type of the device: <input type="checkbox"/> There is a device for preventing the coiling block from over-wind. Type of the Device: <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
7	Elastic parts	There should be no aging or use beyond replacement cycle of elastic parts.	<input type="checkbox"/> There is no aging (e.g., bungee) or use beyond replacement cycle of elastic parts. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		

8	Outfit, safety harness and other body tie-down devices	The outfit, safety harness and other body tie-down devices should be replaced in accordance with the specifications, time periods and conditions set forth in the operation and maintenance manual.	<input type="checkbox"/> The body tie-down devices are within their respective valid period. <input type="checkbox"/> There is no wear beyond standard wear and tear. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
9	The braking device of the windlass	The motion of braking devices should be effective and there should be no wear beyond standard wear and tear.	<input type="checkbox"/> The motion of braking device is effective. <input type="checkbox"/> The braking device closes when the powered off. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
10	The braking device of the strop	The braking device must be equipped with double brake systems. Each brake system can independently stop the slide of passengers.	Type of braking device: <input type="checkbox"/> Each brake system can independently stop the slide of passengers. <input type="checkbox"/> The braking device can play buffering and braking role. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
11	Lubrication and leakage	Parts of bearings and contact surfaces with relative motion should be lubricated, convenient for adding lubricant, and without lubricant drip, and there should be no lubricant leakage at the parts without relative motion. <b>The inspection should focus on hoisting ropes and pulley bearings.</b>	<input type="checkbox"/> The parts with relative motion have been lubricated; <input type="checkbox"/> Convenient for adding lubricant; <input type="checkbox"/> Without lubricant drip; <input type="checkbox"/> There is no lubricant leakage at the parts without relative motion; Positions inspected: <input type="checkbox"/> Hoisting ropes <input type="checkbox"/> Pulley bearings <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		

12	Electric control	Key sensors should be effective, circuits must be connected firmly and neatly with clear labels and there should be no obvious aging. <b>The inspection should focus on safety interlocks, sensors for position/velocity control, wires and the electric installation of electrical cabinet and control cabinet.</b>	<input type="checkbox"/> The sensors are effective; <input type="checkbox"/> The circuits are connected firmly and neatly with clear labels; <input type="checkbox"/> There is no obvious aging of the circuits; <input type="checkbox"/> The top and bottom stop blocks of the seats have passed test and meet requirements; Positions inspected: <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
13	Others	Add according to the specific situation of the equipment			
Major breakdowns occurred during equipment operation and measures taken by the operator and measures taken by the manufacturer		1. (E.g., hydraulic system pressure loss due to oil leakage; sudden stop of equipment due to false signal of sensor) 2. 3.			
Problems occurred during equipment repair and maintenance and solutions		1. (E.g., severe abrasion of a component, gearbox has been changed) 2. 3.			
Details of problems identified during inspection					
Inspector		Date of Inspection	(DD/MM/YY)		
Inspection entity			(Seal)		

Note:

1. When filling in the column "Inspection Results", mark "□" with "√", "×" or "/" to indicate "positive", "negative" or "N/A" respectively.
2. With respect to items 7 and 9, inspection data should be filled in the corresponding places.
3. Additional sheets may be attached if the space of any of the above columns is not enough.

## Risk Inspection Form of Racing Car-Type Recreation Facility

Equipment Name				Product Category	<input type="checkbox"/> C	
Equipment Registration Code				Operator		
Manufacturer				Date of Manufacture	(DD/MM/YY)	
Location of Equipment (Province)		Location of Equipment (City/District)		Detailed Location		
Equipment Parameters	Capacity (Number of People)		Minimum Turn Radius			
	Running Velocity				De sig ne d W or kin g Lif e	
#	Item	Inspection Requirements	Inspection Results		Rectifications	Remark
1	Routine inspection	Daily, monthly and yearly inspections performed by the operator should meet the requirements set forth in its latest operation and maintenance manual.	<input type="checkbox"/> Daily, monthly and yearly inspection forms meet the requirements set forth in its latest use and maintenance manual. <input type="checkbox"/> The user has performed routine inspections as required. <input type="checkbox"/> Problems identified:			
2	Key welded joints	There should be no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects in welded joints. <b>The inspection should focus on the vehicle frame.</b>	<input type="checkbox"/> There is no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects on the surface of welded joints. Positions inspected: <input type="checkbox"/> Vehicle frame <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			

3	Connections between key parts	There should be anti-loose measures and anti-loose labels for bolted connections. There should be anti-loose measures for hinge pin connections. <b>The inspection should focus on the connecting bolts and the hinge pins of the vehicle, braking device, transmissions and other key structures.</b>	<input type="checkbox"/> There are anti-loose measures for bolted connections. <input type="checkbox"/> There are anti-loose labels. <input type="checkbox"/> There are anti-loose measures for hinge pin connections. Positions inspected: <input type="checkbox"/> Vehicle <input type="checkbox"/> Braking device <input type="checkbox"/> Transmissions <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
4	Key structural components	There should be no rusting, wear or deformation in structural components that will affect safety. <b>The inspection should focus on the vehicle frame and seat frame.</b>	<input type="checkbox"/> There is no rusting, wear or deformation that will affect safety. Positions inspected: <input type="checkbox"/> Car frame <input type="checkbox"/> Seat framework Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
5	Safety belts	The safety belts should be replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual.	<input type="checkbox"/> The safety belts have been replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual. <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):		
6	Braking device	The braking device should be safe and reliable. The average braking distance should be less than 7m.	<input type="checkbox"/> The motion of the braking device is effective. <input type="checkbox"/> The braking device is safe and reliable. The average braking distance (which should be less than 7m):__ <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
7	Others	Add according to the specific situation of the equipment			
Major breakdowns occurred during equipment operation and measures taken by the operator and measures taken by the manufacturer		1. (E.g., hydraulic system pressure loss due to oil leakage; sudden stop of equipment due to false signal of sensor) 2. 3.			



Problems occurred during equipment repair and maintenance and solutions	1. (E.g., severe abrasion of a component, gearbox has been changed) 2. 3.		
Details of problems identified during inspection			
Inspector		Date of Inspection	(DD/MM/YY)
Manufacturer (Seal)			

Note:

1. When filling in the column "Inspection Results", mark "□" with "√", "×" or "/" to indicate "positive", "negative" or "N/A" respectively.
2. With respect to item 7, inspection data should be filled in the corresponding places.
3. Additional sheets may be attached if the space of any of the above columns is not enough.

## Risk Inspection Form of Slide-Type Recreation Facility

Equipment Name				Product Category	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C	
Equipment Registration Code				Operator		
Manufacturer				Date of Manufacture	(DD/MM/YY)	
Location of Equipment (Province)		Location of Equipment (City/District)		Detailed Location		
Equipment Parameters	Capacity (Number of People)		Length		Slide Type	<input type="checkbox"/> Chute <input type="checkbox"/> Tube-rail
	Running Velocity		Maximum Gradient		Designed Working Life	
No .	Item	Inspection Requirements	Inspection Results		Rectifications	Remark
1	Routine inspection	Daily, monthly and yearly inspections performed by the operator should meet the requirements set forth in its latest operation and maintenance manual.	<input type="checkbox"/> Daily, monthly and yearly inspection forms meet the requirements set forth in its latest operation and maintenance manual. <input type="checkbox"/> The user has performed routine inspections as required. <input type="checkbox"/> Problems identified:			
2	Slide holder and fixed base, whole line safety net and channel settings	Slide holder and fixed base meet requirements. The whole line safety net and channel setup meet requirements.	<input type="checkbox"/> Slide holder and foundation <input type="checkbox"/> Anchoring <input type="checkbox"/> Bolts <input type="checkbox"/> Fixed steel tube insertion <input type="checkbox"/> The whole line safety net and channel setup meet requirements. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			
3	Key welded joints	There should be no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects in welded joints. <b>The inspection should focus on welded joints on the vehicle frame.</b>	<input type="checkbox"/> There is no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects on the surface of welded joints. Positions inspected: <input type="checkbox"/> Trolley frame <input type="checkbox"/> Other positions: <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			

4	Connections between key parts	There should be anti-loose measures and anti-loose labels for bolted connections. There should be anti-loose measures for hinge pin connections. <b>The inspection should focus on the connecting bolts and the hinge pins of the trolley frame, non-return device and other key structures.</b>	<input type="checkbox"/> There are anti-loose measures, and anti-loose labels for bolted connections. <input type="checkbox"/> There are anti-loose measures for hinge pin connections. Positions inspected: <input type="checkbox"/> Trolley frame <input type="checkbox"/> Non-return device <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
5	Key structural components	There should be no rusting, wear or deformation in structural components that will affect safety. <b>The inspection should focus on the trolley frame.</b>	<input type="checkbox"/> There is no rusting, wear or deformation that will affect safety. Positions inspected: <input type="checkbox"/> Trolley frame <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
6	Safety belts	The safety belts should be replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual.	<input type="checkbox"/> The safety belts have been replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
7	Braking device and speed limiter of the slide	The motion of the braking device should be effective without wear beyond standard wear and tear, and the motion of the speed limiter should be effective.	<input type="checkbox"/> The motion of braking device is effective. <input type="checkbox"/> The motion of the speed limiter is effective. <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):		
8	Non-return device	Hoisting slide should be used to hoist trolley. The motion of the non-return device should be effective.	<input type="checkbox"/> The non-return device is effective. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		

9	Lubrication and leakage	Parts of bearings and contact surfaces with relative motion should be lubricated, convenient for adding lubricant, and without lubricant drip, and there should be no lubricant leakage at the parts without relative motion. <b>The inspection should focus on the hoisting gear and pulley bearings.</b>	<input type="checkbox"/> The parts with relative motion have been lubricated; <input type="checkbox"/> Convenient for adding lubricant; <input type="checkbox"/> Without lubricant drip; <input type="checkbox"/> There is no lubricant leakage at the parts with no relative motion; Positions inspected: <input type="checkbox"/> Hoisting gear <input type="checkbox"/> Pulley bearings <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
10	Electric control	Key sensors should be effective, circuits must be connected firmly and neatly with clear labels and there should be no obvious aging. <b>The inspection should focus on safety interlocks, sensors for position/velocity control, wires and the electric installation of electrical cabinet and control cabinet.</b>	<input type="checkbox"/> The sensors are effective; <input type="checkbox"/> The circuits are connected firmly and neatly with clear labels; <input type="checkbox"/> The circuits have no obvious aging; <input type="checkbox"/> The automatic control device preventing trolleys from colliding with each other has passed test and meet requirements. Positions inspected:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
11	Others	Add according to the specific situation of the equipment			
Major breakdowns occurred during equipment operation and measures taken by the operator and measures taken by the manufacturer		1. (E.g., hydraulic system pressure loss due to oil leakage; sudden stop of equipment due to false signal of sensor) 2. 3.			
Problems occurred during equipment repair and maintenance and solutions		1. (E.g., severe abrasion of a component, gearbox has been changed) 2. 3.			
Details of problems identified during inspection					
Inspector		Date of Inspection		(DD/MM/YY)	

Manufacturer (Seal)	
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Note:

1. When filling in the column "Inspection Results", mark "□" with "√", "×" or "/" to indicate "positive", "negative" or "N/A" respectively.
2. With respect to items 6 and 8, inspection data should be filled in the corresponding places.
3. Additional sheets may be attached if the space of any of the above columns is not enough.

## Risk Inspection Form of Space-Gyro-Type Recreation Facility

Equipment Name				Product Category	□A □B □C	
Equipment Registration Code				Operator		
Manufacturer				Date of Manufacture	(DD/MM/YY)	
Location of Equipment (Province)		Location of Equipment (City/District)		Detailed Location		
Equipment Parameters	Capacity (Number of People)		Slope		Number of Seats	
	Running Velocity		Swing Diameter		Designed Working Life	
No.	Item	Inspection Requirements	Inspection Results	Rectifications	Remark	
1	Routine inspection	Daily, monthly and yearly inspections performed by the operator should meet the requirements set forth in its latest operation and maintenance manual.	<input type="checkbox"/> Daily, monthly and yearly inspection forms meet the requirements set forth in its latest operation and maintenance manual. <input type="checkbox"/> The user has performed routine inspections as required. <input type="checkbox"/> Problems identified:			
2	Foundation	There should be no uneven subsidence, cracking, looseness or other abnormalities in the foundation that will affect safety.	<input type="checkbox"/> There is no defect in the foundation that will affect the normal operation of the equipment. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			
3	Key welded joints	There should be no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects in welded joints. <b>The inspection should focus on the support structure, main axle, big arm, seat frame, welded joints and base metal of tie-down blocks, welded joints and base metal of seats. Flaw detection should be performed if necessary.</b>	<input type="checkbox"/> There is no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects on the surface of welded joints. Position inspected: <input type="checkbox"/> Support structure <input type="checkbox"/> Main axle <input type="checkbox"/> Big arm <input type="checkbox"/> Seat frame <input type="checkbox"/> Welded joints and base metal of tie-down blocks <input type="checkbox"/> Welded joints and base metal of seats <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			

4	Connections between key parts	There should be anti-loose measures and anti-loose labels for bolted connections. There should be anti-loose measures for hinge pin connections. <b>The inspection should focus on the connecting bolts and hinge pins on key structural components, e.g. turntable truss bolts and main axle connecting bolts.</b>	<input type="checkbox"/> There are anti-loose measures for bolted connections. <input type="checkbox"/> There are anti-loose labels. <input type="checkbox"/> There are anti-loose measures for hinge pin connections. Positions inspected: <input type="checkbox"/> Turntable truss bolts <input type="checkbox"/> Main axle <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
5	Key structural components	There should be no rusting, wear or deformation in structural components that will affect safety. <b>The inspection should focus on the turntable truss, main axle and seat frame</b>	<input type="checkbox"/> There is no rusting, wear or deformation that will affect safety. Positions inspected: <input type="checkbox"/> Turntable truss <input type="checkbox"/> Main axle <input type="checkbox"/> Seat frame <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
6	Safety tie-down block	After being locked up, the safety tie-down block cannot be opened by tourist and will not fall off easily. The idle stroke of tie-down block should be not more than 35mm.	<input type="checkbox"/> The tie-down block locking devices are effective. The measured idle stroke of tie-down blocks is:    mm. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
7	Safety belts	The safety belts should be replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual.	<input type="checkbox"/> The safety belts have been replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
8	Braking device	The motion of braking devices should be effective and there should be no wear beyond standard wear and tear.	<input type="checkbox"/> The motion of braking device is effective. <input type="checkbox"/> The thickness of the brake is:    mm. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		

9	Lubrication and leakage	Parts of bearings and contact surfaces with relative motion should be lubricated, convenient for adding lubricant, and without lubricant drip, and there should be no lubricant leakage at the parts without relative motion. <b>The inspection should focus on the mechanical transmissions, e.g., slewing bearing and speed reducer.</b>	<input type="checkbox"/> The parts with relative motion have been lubricated; <input type="checkbox"/> Convenient for adding lubricant; <input type="checkbox"/> Without lubricant drip; <input type="checkbox"/> There is no lubricant leakage at the parts without relative motion; Positions inspected: <input type="checkbox"/> Slewing bearing <input type="checkbox"/> Speed reducer <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
10	Electrical control	Key sensors should be effective, circuits must be connected firmly and neatly with clear labels and there should be no obvious aging. <b>The inspection should focus on the safety interlocks, sensors for position/velocity control, wires and the electrical installation of electrical cabinet and control cabinet.</b>	<input type="checkbox"/> The sensors are effective; <input type="checkbox"/> The circuits are connected firmly and neatly with clear labels; <input type="checkbox"/> The circuits have no obvious aging; <input type="checkbox"/> The anti-overspeed automatic control devices have passed test and meet requirements. Positions inspected:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
11	Others	Add according to the specific situation of the equipment			
Major breakdowns occurred during equipment operation and measures taken by the operator and measures taken by the manufacturer		1. (E.g., hydraulic system pressure loss due to oil leakage; sudden stop of equipment due to false signal of sensor) 2. 3.			
Problems occurred during equipment repair and maintenance and solutions		1. (E.g., severe abrasion of a component, gearbox has been changed) 2. 3.			
Details of problems identified during inspection					
Inspector		Date of Inspection		(DD/MM/YY)	
Manufacturer (Seal)					



Note:

1. When filling in the column "Inspection Results", mark "□" with "√", "×" or "/" to indicate "positive", "negative" or "N/A" respectively.
2. With respect to items 6 and 8, inspection data should be filled in the corresponding places.
3. Additional sheets may be attached if the space of any of the above columns is not enough.

## Risk Inspection Form of Water Amusement Equipment

Equipment Name				Product Category	<input type="checkbox"/> B <input type="checkbox"/> C	
Equipment Registration Code				Operator		
Manufacturer				Date of Manufacture	(DD/MM/YY)	
Location of Equipment (Province)		Location of Equipment (City/District)		Detailed Location		
Equipment Parameters	Capacity (Number of People)		Altitude			
	Running Velocity				Designed Working Life	
#	Item	Inspection Requirements	Inspection Results	Rectifications	Remark	
1	Routine inspection	Daily, monthly and yearly inspections performed by the operator should meet the requirements set forth in its latest operation and maintenance manual.	<input type="checkbox"/> Daily, monthly and yearly inspection forms meet the requirements set forth in its latest operation and maintenance manual. <input type="checkbox"/> The user has performed routine inspections according to requirements. <input type="checkbox"/> Problems identified:			
2	Foundation	There should be no uneven subsidence, cracking, looseness or other abnormalities in the foundation that will affect safety.	<input type="checkbox"/> There is no defect in the foundation that will affect the normal operation of the equipment. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			
3	Key welded joints	There should be no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects in welded joints. <b>The inspection should focus on the support structure.</b>	<input type="checkbox"/> There is no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects on the surface of welded joints. Positions inspected: <input type="checkbox"/> Welded joints of the support structure <input type="checkbox"/> Other positions: <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			

4	Connections between key parts	There should be anti-loose measures and anti-loose labels for bolted connections. There should be anti-loose measures for hinge pin connections. <b>The inspection should focus on the connecting bolts and the hinge pins of the support structure and the hoisting gear.</b>	<input type="checkbox"/> There are anti-loose measures for bolted connections. <input type="checkbox"/> There are anti-loose labels. <input type="checkbox"/> There are anti-loose measures for hinge pin connections. Positions inspected: <input type="checkbox"/> Support structure <input type="checkbox"/> Hoisting gear <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):		
5	Key structural components	There should be no rusting, wear or deformation in the structural components that will affect safety. <b>The inspection should focus on the structural support and the hoisting gear.</b>	<input type="checkbox"/> There is no rusting, wear or deformation that will affect safety. Positions inspected: <input type="checkbox"/> Structural support <input type="checkbox"/> Hoisting gear <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
6	Safety belts	The safety belts should be replaced in accordance with the specifications, time periods and conditions set forth in the operation and maintenance manual.	<input type="checkbox"/> The safety belts have been replaced in accordance with the specifications, time periods and conditions set forth in the operation and maintenance manual. <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):		
7	Water slide	There should be no breakage on glass fiber-reinforced plastic surface of the slide, and the water flow control should meet requirements.	<input type="checkbox"/> There is no breakage on glass fiber-reinforced plastic surface of the slide. <input type="checkbox"/> The water flow control meets requirements. <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):		
8	Electrical control	Key sensors should be effective, circuits must be connected firmly and neatly with clear labels and there should be no obvious aging. <b>The inspection should focus on safety interlocks, sensors for position/velocity control, wires and the electric installation of electrical cabinet and control cabinet.</b>	<input type="checkbox"/> The sensors are effective; <input type="checkbox"/> The circuits are connected firmly and neatly with clear labels; <input type="checkbox"/> The circuits doesn't have obvious aging; <input type="checkbox"/> The automatic control device has passed test and meet requirements. Positions inspected:  <input type="checkbox"/> Problems identified (specify detailed position, type and number of and reason for defect, additional sheets may be attached):		

9	Others	Add according to the specific situation of the equipment			
Major breakdowns occurred during equipment operation and measures taken by the user and measures taken by the manufacturer		1. (E.g., hydraulic system pressure loss due to oil leakage; sudden stop of equipment due to false signal of sensor) 2. 3.			
Problems occurred during equipment repair and maintenance and solutions		1. (E.g., severe abrasion of a component, gearbox has been changed) 2. 3.			
Details of problems identified during inspection					
Inspector		Date of Inspection		(DD/MM/YY)	
Inspectorate				(Seal)	

Note:

1. When filling in the column "Inspection Results", mark "□" with "√", "×" or "/" to indicate "positive", "negative" or "N/A" respectively.
2. With respect to item 6, inspection data should be filled in the corresponding places.
3. Additional sheets may be attached if the space of any of the above columns is not enough.

## Risk Inspection Form of Wonder Wheel-Type Recreation Facility

Equipment Name				Product Category	<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C	
Equipment Registration Code				Operator		
Manufacturer				Date of Manufacture	(DD/MM/YY)	
Location of Equipment (Province)		Location of Equipment (City/District)		Detailed Location		
Equipment Parameters	Capacity (Number of People)		Altitude		Number of Seats	
	Running Velocity		Swing Diameter		Designed Working Life	
No.	Item	Inspection Requirements	Inspection Results	Corrections	Remark	
1	Routine inspection	Daily, monthly and yearly inspections performed by the operator should meet the requirements set forth in its latest operation and maintenance manual.	<input type="checkbox"/> Daily, monthly and yearly inspection forms meet the requirements set forth in its latest use and maintenance manual. <input type="checkbox"/> The user has performed routine inspections as required. <input type="checkbox"/> Problems identified:			
2	Foundation	There should be no uneven subsidence, cracking, looseness or other abnormalities in the foundation that will affect safety.	<input type="checkbox"/> There is no defect in the foundation that will affect the normal operation of the equipment. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			
3	Key welded joints	There should be no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects in welded joints. <b>The inspection should focus on the support structure, main axle, big arm, seat frame, welded joints and base metal of tie-down blocks, welded joints and base metal of seats. Flaw detection should be performed if necessary.</b>	<input type="checkbox"/> There is no solder skip, burn-through, cracking, serious sidewall undercut or macroscopic pore or slag inclusion or other defects on the surface of welded joints. Position inspected: <input type="checkbox"/> Support structure <input type="checkbox"/> Main axle <input type="checkbox"/> Big arm <input type="checkbox"/> Seat frame <input type="checkbox"/> Welded joints and base metal of tie-down blocks <input type="checkbox"/> Welded joints and base metal of seats <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):			

4	Connections between key parts	There should be anti-loose measures and anti-loose labels for bolted connections. There should be anti-loose measures for hinge pin connections. <b>The inspection should focus on the connecting bolts and hinge pins on key structural components of wonder wheel, e.g. turntable truss bolts, main axle connecting bolts and swing arm connecting bolts.</b>	<input type="checkbox"/> There are anti-loose measures, and anti-loose labels for bolted connections. <input type="checkbox"/> There are anti-loose measures for hinge pin connections. Positions inspected: <input type="checkbox"/> Turntable truss bolts <input type="checkbox"/> Main axle connecting bolts <input type="checkbox"/> Swing arm <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
5	Key structural components	There should be no rusting, wear or deformation in structural components that will affect safety. <b>The inspection should focus on the turntable truss, main axle, swing arm and seat frame of the wonder wheel.</b>	<input type="checkbox"/> There is no rusting, wear or deformation that will affect safety. Positions inspected: <input type="checkbox"/> Turntable truss <input type="checkbox"/> Main axle <input type="checkbox"/> Swing arm <input type="checkbox"/> Seat frame <input type="checkbox"/> Other positions:  <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
6	Safety tie-down block	After being locked up, the safety tie-down block cannot be opened by tourist and will not fall off easily. The idle stroke of tie-down block should be not more than 35mm.	<input type="checkbox"/> The tie-down block locking devices are effective. The measured idle stroke of tie-down blocks is:            mm. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
7	Safety belts	The safety belts should be replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual.	<input type="checkbox"/> The safety belts have been replaced in accordance with the specifications, time limits and conditions set forth in the operation and maintenance manual. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		

8	Braking devices	The motion of braking devices should be effective and there should be no wear beyond standard wear and tear.	<input type="checkbox"/> The motion of braking devices is effective. <input type="checkbox"/> The thickness of the brake is: mm. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
9	Lubrication and leakage	Parts of bearings and contact surfaces with relative motion should be lubricated, convenient for adding lubricant, and without lubricant drip, and there should be no lubricant leakage at the parts without relative motion. <b>The inspection should focus on the mechanical transmissions, e.g., slewing bearing and speed reducer.</b>	<input type="checkbox"/> The parts with relative motion have been lubricated; <input type="checkbox"/> Convenient for adding lubricant; <input type="checkbox"/> Without lubricant drip; <input type="checkbox"/> There is no lubricant leakage at the parts with no relative motion; Positions inspected: <input type="checkbox"/> Hoisting chains <input type="checkbox"/> Wheel bearings <input type="checkbox"/> Wheel frame bearings <input type="checkbox"/> Other positions: <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
10	Electrical control	Key sensors should be effective, circuits must be connected firmly and neatly with clear labels and there should be no obvious aging. <b>The inspection should focus on the safety interlocks, sensors for position/velocity control, wires and the electrical installation of electrical cabinet and control cabinet.</b>	<input type="checkbox"/> The sensors are effective; <input type="checkbox"/> The circuits are connected firmly and neatly with clear labels; <input type="checkbox"/> The circuits don't have obvious aging; <input type="checkbox"/> The anti-overspeed automatic control devices have passed test and meet requirements. Positions inspected: <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
11	Platform interlock control	The automatic interlock control devices between the platform and the wonder wheel should be effective.	<input type="checkbox"/> The automatic interlock control devices are effective. <input type="checkbox"/> Problems identified (specify the detailed position, type and number of and reason for defect, additional sheets may be attached):		
12	Others	Add according to the specific situation of the equipment			

Major breakdowns occurred during equipment operation and measures taken by the operator and measures taken by the manufacturer	1. (E.g., hydraulic system pressure loss due to oil leakage; sudden stop of equipment due to false signal of sensor) 2. 3.		
Problems occurred during equipment repair and maintenance and solutions	1. (E.g., severe abrasion of a component, gearbox has been changed) 2.		
Details of problems identified during inspection			
Inspector		Date of Inspection	(DD/MM/YY)
Manufacturer (Seal)			

Note:

1. When filling in the column “Inspection Results”, mark “□” with “√”, “×” or “/” to indicate “positive”, “negative” or “N/A” respectively.
2. With respect to items 7 and 9, inspection data should be filled in the corresponding places.
3. Additional sheets may be attached if the space of any of the above columns is not enough.