



CHANCE RIDES MANUFACTURING, INC.
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SERVICE BULLETIN

Ride Manufacturer: CHANCE RIDES, INC.

Affected Production Dates: 1/31/96 through 8/1/98

Ride Name: CHAOS

Affected Serial Nos.: 408-00196 and
408-02097 and on

Model No.: 408

Abstract of Issue:

Passenger Restraint Bar Locking System Inspection and Operational Check
(Rides Retrofitted With Ratchet Lock Kit Only)

Reason For Release:

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

- Three hydraulic lock cylinders on each vehicle - one for each primary restraint bar (shoulder bar) and one for the secondary restraint bar (T-bar). **For the “Inspection and Operational Check Procedure” on these rides, refer to Service Bulletin B408CRM138-0.**
-- or --
- Three ratchet locks on each vehicle - one for each shoulder bar and one for the T-bar (ratchet locks can be retrofitted to replace the hydraulic lock cylinders at the owner’s option). **This bulletin applies to only these rides.**

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

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

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



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

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

Model No.: 408

Action to be Taken: :

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

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

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

Chance Rides Manufacturing, Inc. issues notifications for the benefit of owners of amusement rides manufactured by Chance Rides Manufacturing, Inc. As a service to the industry, and in the interest of employee and public safety, Chance Rides Manufacturing, Inc. also issues notifications for the benefit of owners of amusement ride equipment for which the manufacturer no longer exists, such as the Allan Herschell Company, Chance Manufacturing Co., Inc., Chance Rides, Inc., etc. In doing so, Chance Rides Manufacturing, Inc. does not assume liability for losses associated with amusement ride equipment built by manufacturers other than Chance Rides Manufacturing, Inc.



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

Model No.: 408

Detail of Issue :

Inspection and Testing of Restraint Bar Locking System

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

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

This procedure requires two people. The vehicle back panel must be removed to gain access to the locking system components.

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

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

NOTE: *The procedure described in this bulletin applies only to rides retrofitted with the ratchet lock kit. If the ride still has hydraulic lock cylinders, refer to Service Bulletin B408CRM138-0.*



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Affected Production Dates: 1/31/96 through 8/1/98

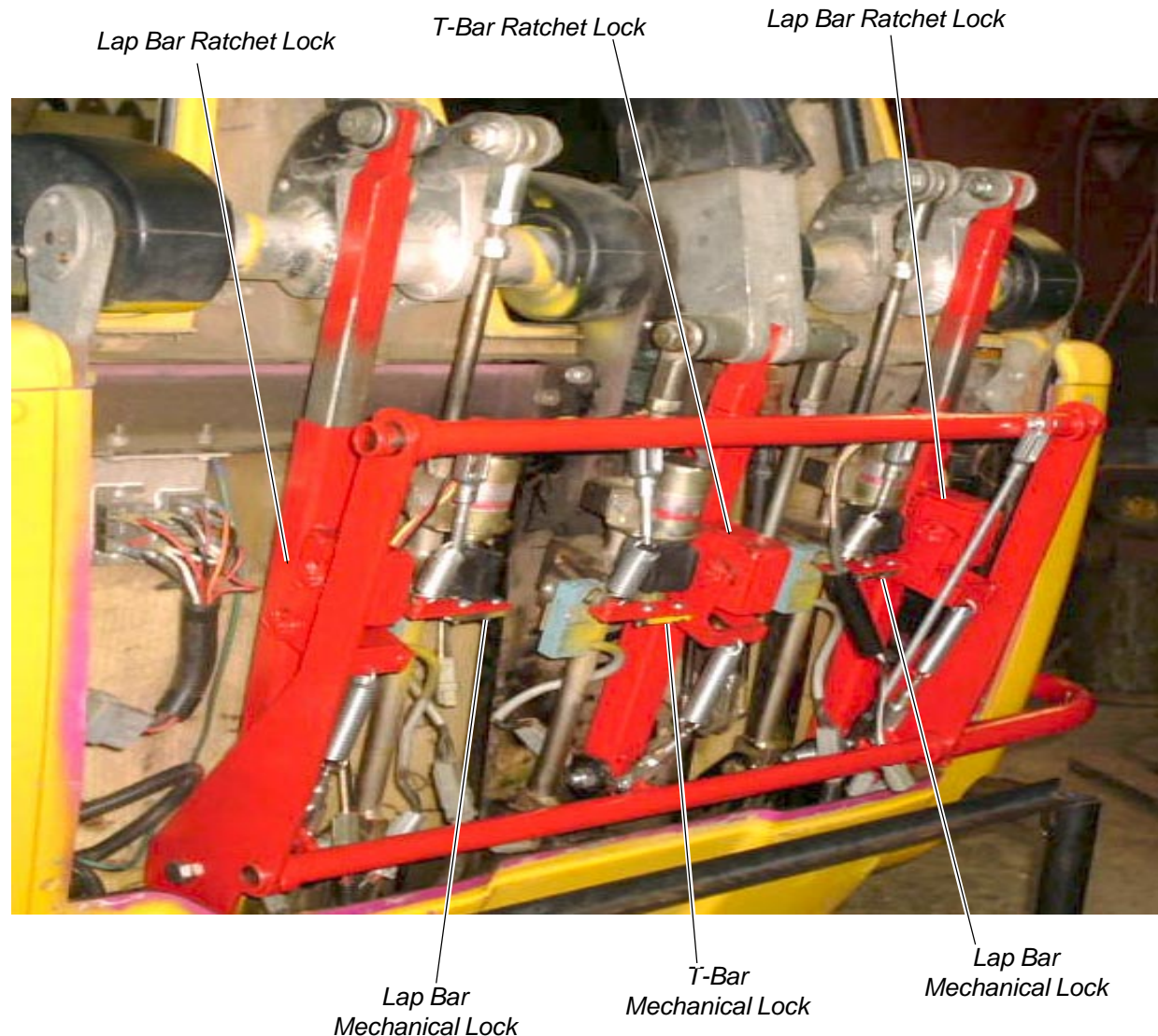
Ride Name: CHAOS

Affected Serial Nos.: 408-00196 and
408-02097 and on

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Detail of Issue (continued):

Restraint Bar Locking System on Rides With RATCHET LOCKS





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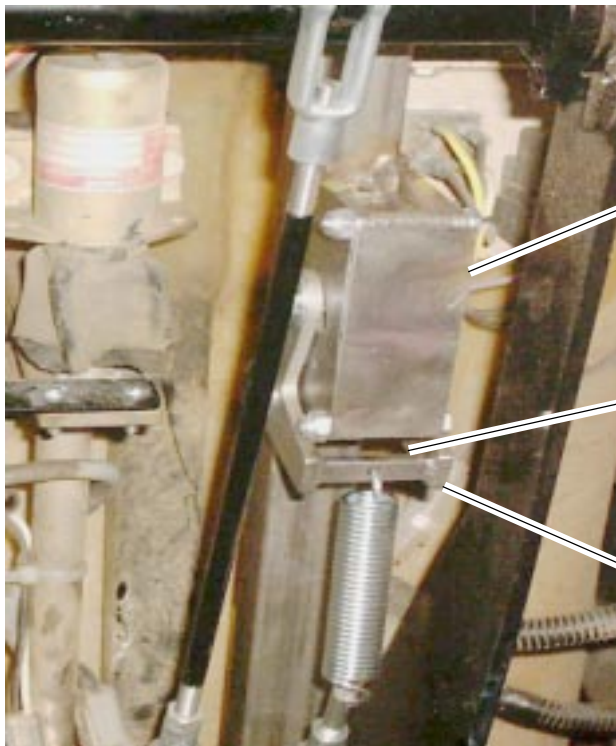
Ride Name: CHAOS Affected Serial Nos.: 408-00196 and 408-02097 and on

Model No.: 408

Detail of Issue (continued):

1. With the LAP BAR SWITCH on the operator's control console in the "Close" position, close both of the shoulder bars on one vehicle.
2. From the back of the vehicle, have the helper manually release the ratchet lock for one shoulder bar, using a screwdriver as shown.

*Manually Releasing the Ratchet Locks
(Typical for Lap Bar or T-Bar Ratchet Lock)*



Ratchet lock housing

*Insert screwdriver here,
between ratchet lock housing
and release arm. Pry down-
ward to release the ratchet lock*

Release arm



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Ride Name: CHAOS

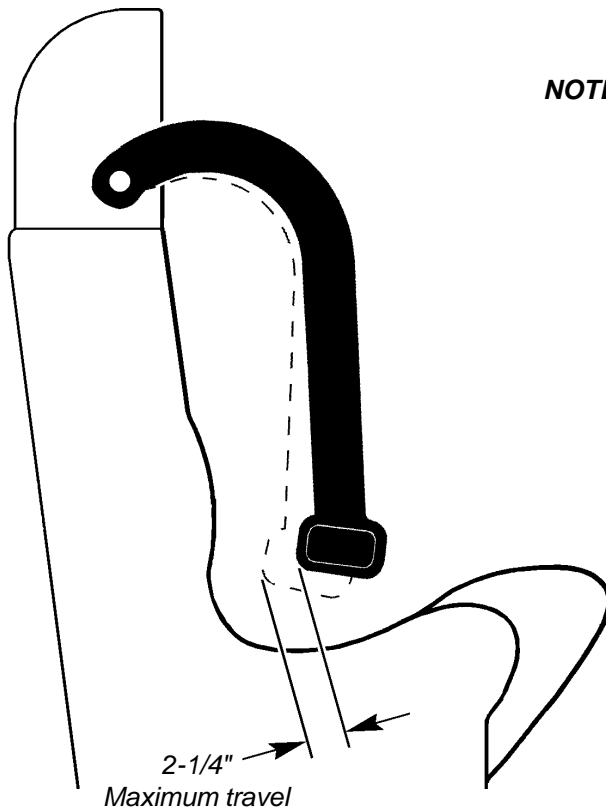
Affected Serial Nos.: 408-00196 and
408-02097 and on

Model No.: 408

Detail of Issue (continued):

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

- Check the distance the shoulder bar travels before the mechanical lock stops it. Travel must not exceed 2-1/4".
- If travel exceeds 2-1/4", repairs must be made before allowing passengers to ride in that vehicle.



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



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

Model No.: 408

Detail of Issue (continued):

4. Close the shoulder bar completely and have the helper manually release the mechanical lock for the same shoulder bar.
5. Try to open the shoulder bar again. It must not open, because of the ratchet lock holding it.
 - Check the distance the shoulder bar travels before the ratchet lock stops it. TRAVEL MUST BE LESS THAN THE TRAVEL ALLOWED BY THE MECHANICAL LOCK IN THE PREVIOUS STEP. (**EXAMPLE:** If the mechanical lock allows the shoulder bar to travel 1-3/4", the ratchet lock for that same shoulder bar must limit its travel to less than 1-3/4". This ensures that the shoulder bar is locked by the ratchet lock first.
 - If travel exceeds this amount, repair or replacement of the ratchet lock is required before allowing passengers to ride in that vehicle.

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

6. Repeat steps 2 through 5 for the other shoulder bar on that vehicle.
7. Close the T-bar on the same vehicle.

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

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



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Detail of Issue (continued):

9. Try to open the T-bar. It must not open, because of the mechanical lock holding it.
 - Check the distance the T-bar travels before the mechanical lock stops it. Travel must not exceed 2-1/4".
 - If travel exceeds 2-1/4", repairs must be made before allowing passengers to ride in that vehicle.
10. Close the T-bar and have the helper manually release the center mechanical lock by pulling up on the release lever.
11. Try to open the T-bar again. It must not open, because of the ratchet lock holding it.
 - Check the distance the T-bar travels before the ratchet lock stops it. TRAVEL MUST BE LESS THAN THE TRAVEL ALLOWED BY THE MECHANICAL LOCK IN THE PREVIOUS STEP. (EXAMPLE: If the mechanical lock allows the shoulder bar to travel 1-3/4", the ratchet lock for that same T-bar must limit its travel to less than 1-3/4". This ensures that the T-bar is locked by the ratchet lock first.
 - If the travel exceeds this amount, repair or replacement of the ratchet lock is required before allowing passengers to ride in that vehicle.

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

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

ANNUAL Inspection of Restraint Bar Locking System

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

CHAOS Restraint Bar Lock Inspection (Rides Retrofitted with Ratchet Locks)

Ride Serial Number	Person Performing Inspection	Date
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Vehicle Number	Travel Before Lock Engages					
	<i>IMPORTANT: "B" Dimension must be less than "A" for any specific shoulder bar or T-bar</i>					
	Shoulder Bar (Left Hand)		Shoulder Bar (Right Hand)		T-Bar (Center)	
	"A" Mechanical Lock (Maximum 2-1/4")	"B" Ratchet Lock	"A" Mechanical Lock (Maximum 2-1/4")	"B" Ratchet Lock	"A" Mechanical Lock (Maximum 2-1/4")	"B" Ratchet Lock
1						
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