

SAFETY ALERT

SAFECO CRAZY FROG

A recent accident involving a Safeco Crazy Frog on the Isle of Wight has highlighted a potential problem with a welded sub frame on a version of the Safeco Crazy Frog. The sub-frame is at the end of the radial arms on the machines, which are fitted with 3 separate seats as shown in the photo at Fig 1 below. The separate seats are likely to be bolted through the sub frame.

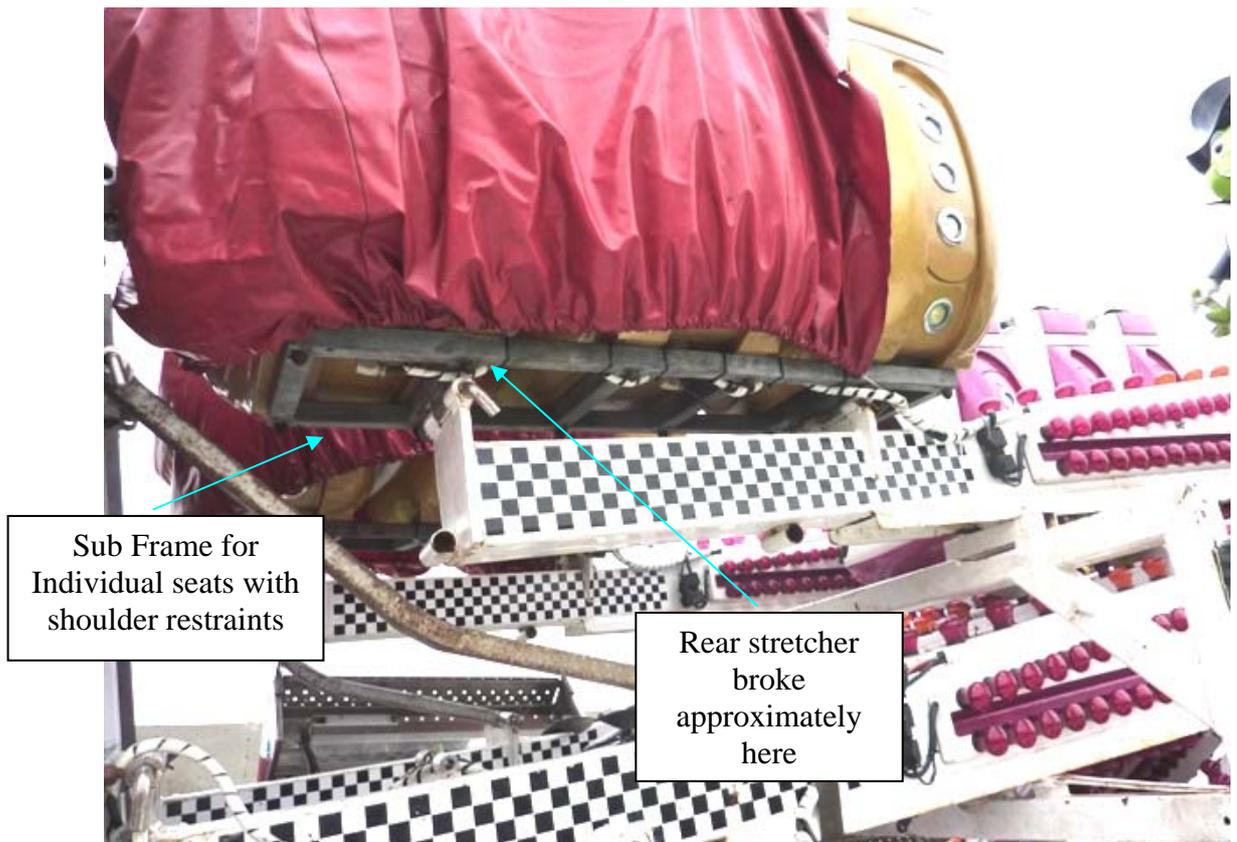


Fig 1.

The seat sub-frame is a simple box section ladder frame with two stretchers and four rungs with a mixture of full penetration welding and fillet welding. One of the two stretchers broke just inside the position of the outer seat which allowed the seat to tip. There were no serious injuries but it is probable that this would not have been the case had both stretchers broke.

From information gathered it is thought that the failure was due to a stress crack which may have been propagating for some time. It is not known whether the crack began from inside or outside the stretcher.

As a result of both this accident and other incidences of stress cracking on this type of machine the following action should now be taken as soon as possible on these type machines with this seat configuration:

Controller:

Controllers should conduct an initial visual inspection of all of the sub frames on their machines to identify any cracks. If any are apparent the machine should be taken out of use until these have been repaired/replaced as advised by their ride examiner (IB).

Controllers should then contact their ride examiners whether or not cracks are found to ensure that the correct non destructive testing method has been used to test these areas. As it is not clear whether the cracks started from inside the stretcher, ultrasound testing is recommended.

Any recommendations made by the ride inspector should be implemented before the ride is put back into service.

Inspection Body:

Inspection bodies should meet as soon as possible with owners of these machines for whom they have issued DOCs. They should also consult with the body that provided the NDT Report for the machine to ensure that the most appropriate method was used to test the sub-frames. The NDT Schedule should be reviewed to ensure that the test intervals are appropriate for the stresses on the sub frames.

Any questions concerning anything in this Alert should be addressed in the first instance to HM Inspector of H&S, M Sandell – 07527002689