



Eli Bridge Company

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Bulletin No.: 042304-1

Release Date: April 23, 2004

Effective Date: April 23, 2004

Supersedes: None

Completion Date: June 1, 2004

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04-12

SAFETY ALERT

Ride Manufacturer: Eli Bridge Company

Affected Production Dates: July 9, 2002 to
April 21, 2004

Ride Names: EAGLE & HYS-II BIG ELI WHEELS

Affected Serial Nos: 10-91; 6-90; 84-93; 18-93; 86-93;
88-94; 15-91; 37-02; 4-90; 10-91;
24-94; 7-90

Abstract of Issue: CRACKING OF SWAGE SOCKETS AT THE TOP OF THE SWAGE.

Reason for Release: ESCO Engineered Products has issued a Safety Notice concerning users of ESCO stainless steel swage sockets. It reads as follows: ESCO has learned that certain stainless steel swage sockets sold before January 2003 contain cracks. Although ESCO has received no reports of socket malfunction, cracks may cause sockets to fail. Failure could result in injuries and property damage. Parts affected that are used on the above mentioned Wheels include the 5/16" open socket part number 4002382.

Action to be taken: *IMMEDIATELY* inspect your stainless steel socket ends on your rim cables for visible cracks at the area above the swage to the cable. This is the tapered area above the swage and below the yolk section of the end fitting. If a crack is visible, remove the socket from service and return it to Eli Bridge Company for replacement. If there is no visible crack, continue to check for them in the course of your regular inspections. If you have any sockets in stock with a visible crack, return to Eli Bridge Company and do not put into service.



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Bulletin No.: 060131-3

Release Date: January 31, 2006

Effective Date January 31, 2006

Supersedes: None

Completion Date: As desired

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NOTIFICATION

Ride Manufacturer: Eli Bridge Company

Affected Production Dates: Any

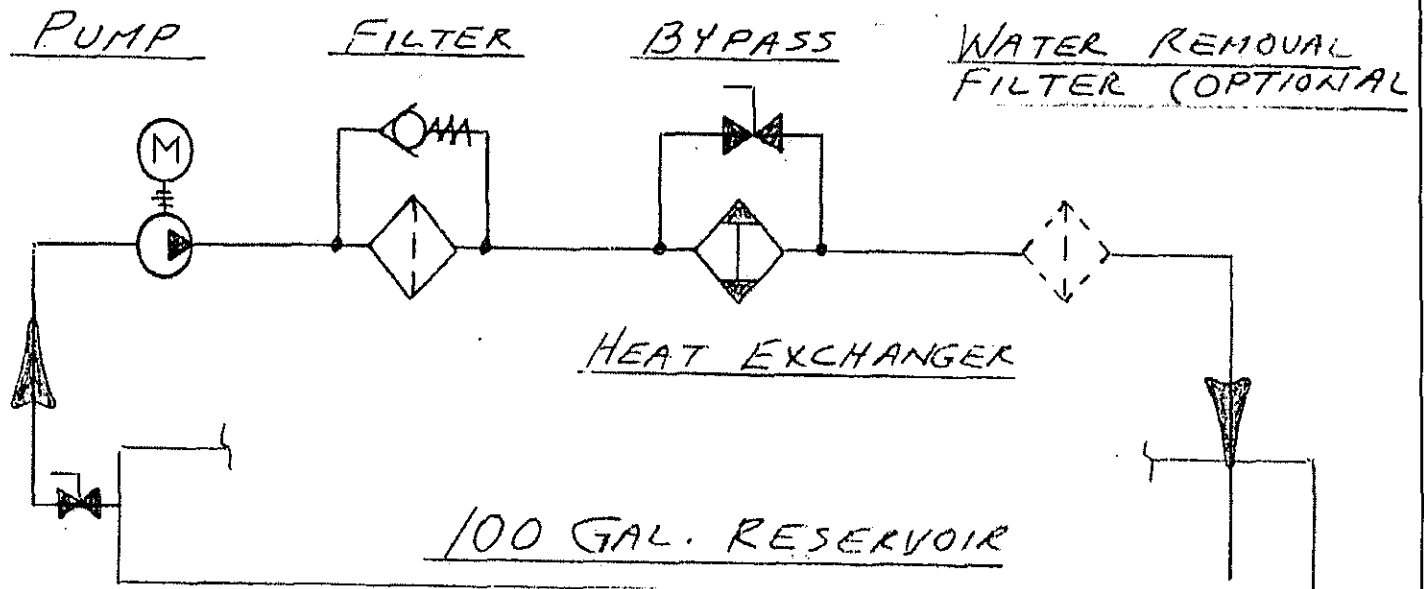
Affected Serial Nos: Any

Ride Names: BIG ELI® Eagles and Aristocrat Hydraulic Rim-Drive Wheels with Hydraulic Pumps

Abstract of Issue: Due to various factors which include loading, high ambient summer heat, duration of operation, and efficiency of hydraulic components available several years ago, some hydraulic driven Wheels have experienced excessive oil temperatures. Therefore, Eli Bridge has developed a hydraulic oil cooling and continuous filtration system to add to your reservoir for long term protection.

Reason For Release: To insure the best component life and long term reliability, the system oil should be maintained to proper temperature (about 140 degree maximum) and cleanliness (40-micron minimum, 10-micron preferable). The easiest and least expensive way to accomplish this is to install a filtration-cooling loop across the reservoir. This consists of a gear pump, filter assembly, and an oil to air cooler arranged to constantly cool and filter the reservoir oil. The cooler has a bypass valve to allow filtering the oil without removing heat on cooler days.

Action to be taken: If your Eli Bridge Wheel has experienced overheating, install Eli Bridge Company's filter/cooler package on your hydraulic reservoir. The system schematic is shown below. The reservoir is approximately 100-gallon capacity, therefore the oil is filtered and cooled continuously and turned over about every 4 minutes. For high condensation problems, a water removal filter can also be installed in the loop.





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Bulletin No.: 060131-5

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Supersedes: None

Completion Date: as desired

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NOTIFICATION

Ride Manufacturer: Eli Bridge Company

Affected Production Dates: Any

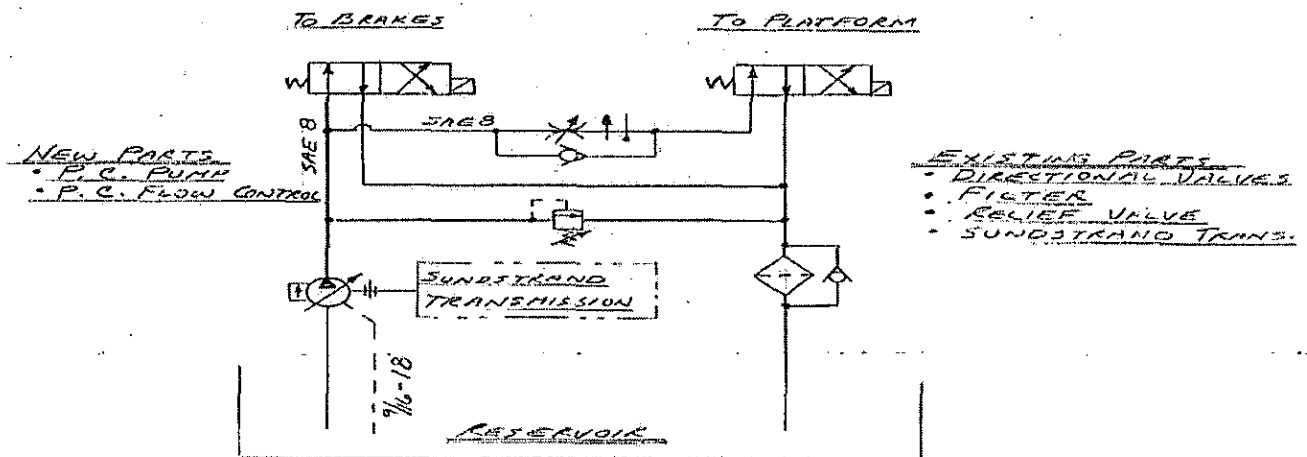
Ride Names: BIG ELI[®] Eagle and Aristocrat Hydraulic Rim-Drive Wheels

Affected Serial Nos: Any

Abstract of Issue: The hydraulic rim-drive Wheels were designed around available components of the 70's through 90's which were functional but not necessarily as efficient as modern day hydraulic components. Safety was and still is a primary concern. The present brake and platform circuits create heat, which on a hot day can be excessive for the system to absorb. Too much heat can be detrimental to the long-term function of the hydraulic components. Eli Bridge Company has developed a more energy efficient circuit upgrade for the brake/platform functions.

Reason For Release: The present circuit design for the hydraulic brakes and platform are inefficient using more parts than necessary and presently creating most of the heat load in the circuit. These systems are very important safety issues of the ride and must function flawlessly. There are several ways of reducing the heat generated in these circuits but brake pressure must be held at all times. Therefore the best circuit revision will be to replace the existing brake gear pump with a pressure compensated pump used for the brake and platform circuit. By limiting the flow to the platform cylinder to less than full pump flow, we maintain constant brake pressure. The heat generated by this circuit is about 1/4 of the present heat load. Another major benefit to this revision is the elimination of the separate power unit for the platform circuit. The new pump is driven off the main 30 HP drive which now will be the only power unit required for the Aristocrat. The Eagle has a separate power unit for setup, which could be eliminated by using oil from the new pump, but because the required pressures are so different, it is advisable to maintain the setup circuit as is and shut this unit off after setup.

Action to be taken: Replace the auxiliary brake gear pump with the new pressure compensated pump, remove the separate platform pump and motor, and tie these two circuits together as proposed by the Eli Bridge Co. circuit upgrade.





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NOTIFICATION

Ride Manufacturer: Eli Bridge Company

Affected Production Dates: Any

Ride Names: BIG ELI[®] Eagle/ Aristocrat Hydraulic Rim-Drive Wheels.

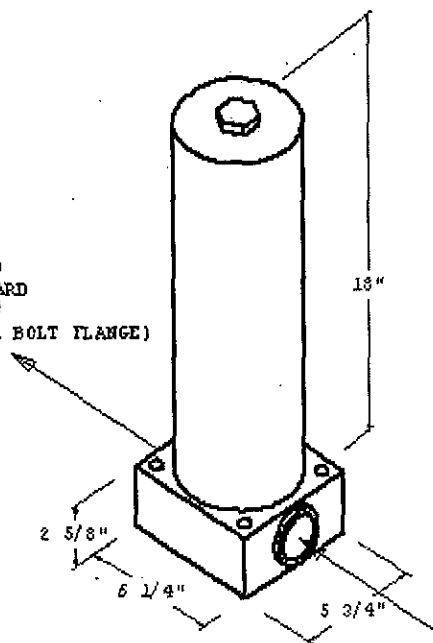
Affected Serial Nos: Any

Abstract of Issue: New Option for prolonging the life of Sundstrand Hydrostatic transmissions is available for BIG ELI[®] Eagles and Hydraulic Rim Drive Aristocrat Wheels.

Reason for Release: The hydrostatic transmission (The Sundstrand #90L100) unit is the most important and expensive part of the hydraulic drive system. **To prolong the life of the unit,** a pressure filter in the closed loop circuit can now protect it. The Wheel drives forward about 80% of the time so the most cost effective and beneficial location of a filter would be on the return side of the closed loop in the forward mode. Eli Bridge Company offers a filter upgrade unit that can be installed between the return line of the wheel drive motors and the transmission "B" port.

Action to be taken: Install a pressure filter designed for hydrostatic transmission use on the return side of the closed loop in the forward mode to insure long and trouble free service for the owner. This will filter all oil before it returns to the transmission while running in the forward direction and through a reverse free flow check valve when running in reverse. The filter element is a 10-micron unit capable of holding a large capacity of 108 grams dirt. The housing has a pointer indicator to show the condition of the filter. Port size will be SAE-24 straight threads for O-ring seals for the most leak free installation. Call the factory for pricing and availability..

OUTLET TO SUNDSTRAND
RETURN PORT IN FORWARD
DIRECTION (PUMP PORT
1.00- 6000 PSI FOUR BOLT FLANGE)



INLET FROM WHEEL
DRIVE MOTORS
(PORT SIZE SAE-24)