

# NAFLIC

*National Association For Leisure Industry Certification*

Standards & Related Documents Committee

TECHNICAL BULLETIN — February 2015

## **386. Far Fabbri Sky Tower steel ropes**

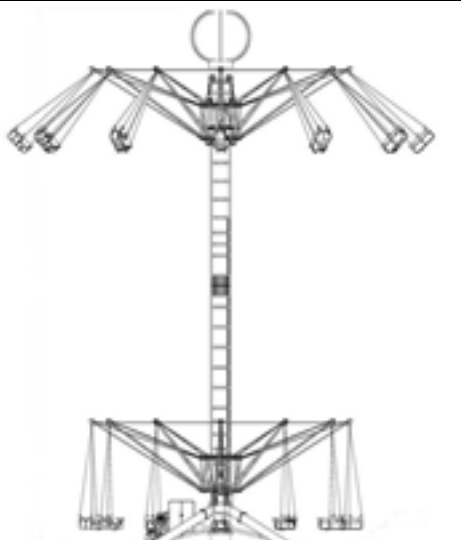
The attached safety alert has been received from Fabbri regarding Far Fabbri Sky Towers. It is unclear as to why Fabbri has chosen to issue this alert at this time and exact details of the machine are not given, i.e. with respect to the number of steel ropes. While in principle this may or may not be good advice, controllers and IBs are reminded that this is likely to be a safety critical modification and will have to undergo the full pre-use inspection process. It may adjust the original safety case and therefore the design risk assessment will have to be reassessed.

In particular if the modification leads to a situation where the device could not be recovered to the ground, this would have to be considered fully within the design risk assessment.

*The information contained within is that of the manufacturer and not NAFLIC. When following the advice from the manufacturer, you are reminded of your duties and responsibilities under HSG175 regarding modifications.*

# SAFETY ALERT

## FABBRI SKY TOWER

<b>Title:</b>	<b>SKY TOWER – LIFTING SYSTEM</b>	
<b>Reported by:</b>	Mr Enrico Fabbri <a href="mailto:enrico@fabbrirides.com">enrico@fabbrirides.com</a>	
<b>Bulletin N°.</b>	51/1 – 3 February 2015	
<b>Ride Name:</b>	SKY TOWER	
<b>Manufacturer</b>	FAR Fabbri (Italy)	
<b>Type:</b>	ALL	
<b>Serial Number:</b>	ALL	
<b>Final Instruction:</b>	Strongly Recommended	

**IMPORTANT NOTE:** THE FOLLOWING INFORMATION IS ISSUED FOR THE SOLE PURPOSE OF INFORMING OWNERS, OPERATORS AND CONTROL BODIES OF ANY IMPROVEMENTS OR RECOMMENDATIONS SUGGESTED BY THE ORIGINAL MANUFACTURER OR BY AN INTERESTED PARTY. EXCEPT IN THE CASES EXPLICITLY SPECIFIED, THIS INFORMATION SHOULD BE CONSIDERED VOLUNTARY, THEREFORE IT DOES NOT CONSTITUTE AN OBLIGATION ON THE PART FOR THE OWNERS OR OPERATORS TO COMPLY WITH THE INDICATIONS OR SUGGESTIONS CONTAINED IN IT, WITHOUT PREJUDICE TO ANY LAW OR DIRECTIVES ISSUED BY GOVERNMENT CONTROL BODIES. THEREFORE THE ENTITY THAT ISSUES THIS SERVICE BULLETIN ACCEPTS NO LIABILITY FOR ANY DAMAGE AND/OR REQUESTS FOR COMPENSATION OF ANY TYPE THAT MAY DERIVE FROM THE APPLICATION OR NON-APPLICATION OF THIS INFORMATION. EACH OWNER OR OPERATOR OF THE RIDES SPECIFIED HERE IS RESPONSIBLE FOR CONSIDERING THE APPLICABILITY AND RELEVANCE OF THE CONTENT AND DECIDING WHETHER AND HOW TO ACT FOR THE PRIMARY PURPOSE OF IMPROVING THE SAFETY OF THE PERSONS TRANSPORTED AND THE OPERATORS IN GENERAL. FOR ANY INFORMATION, EXPLANATION OR NOTIFICATION OF ANY IMPROVEMENTS AND/OR INACCURACIES, YOU ARE KINDLY REQUESTED TO CONTACT VIA E-MAIL INDICATED ABOVE. PLEASE NOTE THAT THIS COMMUNICATION CAN BE MODIFIED OR CANCELLED AT ANY TIME WITHOUT CONSTITUTING A BENEFIT OR DAMAGE TO ANYONE FOR ANY REASON.

### **FAR FABBRI**

We inform you that the original manufacturer FAR Fabbri Srl, Via Giovecca 1008, 45032 Bergantino (RO), Italy, is not in business any more, due to this fact and based on the European standard EN-13814, the owner of the ride will have the same duty and responsibility of the manufacturer in how to update and improve the amusement ride.

### **PASSENGER'S VEHICLE**

We have received information that a certified catching device should be installed between the ride tower and the vehicle to enforce the safety system in the event that a steel cable supporting the vehicle breaking. This certified catching device should be of the type as

installed in elevator industry (lift) and should be installed to prevent the vehicle falling due to the steel cable and/or breaking system and/or drive system failure. The ride owner should ensure the device is properly designed, calculated, installed and tested according to the relevant standards of amusement rides and elevators by qualified engineers. Yearly, monthly and weekly inspection and test should be carried out and properly reported in the logbook as specified by the designer of the professional engineer involved.

### **STEEL CABLE**

We have received information that weekly inspection on the vehicle and counterweight steel cable / chains

should be made to check the usage and wear; inspection should be made according to existing standards as for example DIN-15020, or other similar national or relevant European relevant standards, and considering this assumption:

The steel cable (ropes) shall be replaced immediately if:

- 4 broken wires are detected within a distance of  $6 \times d$  ( $d$  = rope diameter)
- 8 broken wires are detected within a distance of  $30 \times d$
- after seven years of usage within buildings
- after three years of usage outside buildings

#### **INSPECTION**

**1.** A local independent engineer should inspect and certify the Ride, at Purchaser cost, prior to first

operation and additional inspections should be performed as minimum each 12 months.

**2.** In order to prevent any possible accident due to non-visible defects, excessive wear, wrong maintenance or malfunctioning, ride should be thoroughly inspected by a qualified engineers (according to ISO-17020) every 3 years as minimum, at the ride owner cost, with specific attention to structural and vehicles main welds, foundations screws or steel basement or semitrailer, passengers restrain system, electrical components and any update that could be suggested by the amusement industry; report of this inspection shall be filed in the Ride log-book.