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# NOTIFICATION

Ride Manufacturer:	Great Coasters Int., Inc.	Affected Production Dates:	1995 to Present
Ride Name:	Wooden Roller Coasters	Affected Serial Nos.:	001 thru 008
Model Number:			

**Abstract of Issue:** For safety reasons, it is important for our customers to frequently communicate with the operators of their ride the need for specific procedures to be followed every time a train is dispatched. One of these procedures is confirming that each passenger is properly restrained by the restraint mechanism being used on the ride.

**Reason for Release:** A recent event involving the ejection of a passenger from the "Raven" wooden roller coaster at Holiday World in Indiana (not a GCII product) has prompted GCII to issue this NOTIFICATION. The specific circumstances of the Holiday World incident have not been released, but it serves as a reminder that safety is the responsibility of the manufacturer, the rider and the operator.

**Action To Be Taken:** Insert this NOTIFICATION into section #14 of your operator's manual. Each customer is strongly advised to review their operations procedures with any persons responsible for the operation of the roller coaster when people are allowed to ride (including during morning test-runs).

## Detail Of Issue:

It is very important for operators to understand the procedures for the safe operation of the roller coaster when people are allowed to ride.

One of these procedures involves verification that each and every person on a train is properly restrained by both the lapbar and the seat belt (if a seat belt is present). To accomplish this:

Operators should visually check that all seat belts (if present) are fastened and adjusted properly (low and snug across the riders' waists).

Operators should verify that EVERY lapbar mechanism is lowered to the passenger's lap or fully lowered if the seat is empty. This can be checked by lightly pushing down on each passenger's lapbar until it makes contact with the rider. Additionally, operators should verify that there are no obstructions (heavy sweatshirts, arms, etc...) that would prevent the lapbar from making contact with the rider's lap.

Operators should verify that the lapbar has locked in place by firmly (but not forcefully) pulling up on each bar before the train is dispatched.

If the lapbar release mechanism is activated by the operator at the control panel prior to dispatch, then ALL passengers MUST push their lapbars the full upright position again and then pull the bar back to their laps again and the entire procedure above MUST be repeated for each rider. This procedure must also be observed if passengers are allowed to "re-ride" without exiting the train.