REVERCHON INDUSTRIES

Siège Social :
18 av.des Champs Elysées
75008 PARIS
FRANCE

123 route de Courbuisson
BP 1-77920 SAMOIS
FRANCE
Tél. : 33/ (1) 60.74.94.00
Fax : 33/ (1) 60.74.94.10

Mise au point by Reverchon

TELEFAX MESSAGE

DATE : MARCH 7, 97

DE/FROM : REVERCHON INDUSTRIES

A/TO : RON SAFFORD

FAX : 1 904 488 90 23

TOTAL PAGES : 1
Celle-ci comprise/this one included

RECEIVED
MAR 7 1997
BUREAU OF
FAIR RIDES INSPECTION

MESSAGE : DEAR SIR,

FURTHER TO YOUR FAX DATED - 3.6.97 AND OUR TEL CONVERSATION, AND ONCE AGAIN DESPITE THE FACT THAT WE ARE NOT THE DESIGNER OF THE HIMALAYA, WE THINK THAT THE SOLUTIONS DISCUSSED WITH YOU BY TELEPHONE, COULD BE USED.

1/- DOUBLE THE LOCKING SYSTEM OF THE SAFETY BAR, BY A CHAIN LOCATED NEAR THE LOCK TO PREVENT UNEXPECTED OPENING OF THE BAR (DUE FOR INSTANCE TO A BAR NOT PROPERLY CLOSED)

2/- USE THE PROPER "R KEYS" TO SECURE THE BOTTOM OF THE BAR (ON THE RIGHT AND LEFT HANDSIDE) (IF I'M NOT MISTAKING IT SHOULD BE A 3mm DIAMETER) - ALSO NAIL DOWN A BLOCK OF WOOD CLOSE TO THE SAID KEY IN ORDER TO AVOID PEOPLE PUTTING THEIR FEET CLOSE TO THIS LOCATION -

WE ARE TRYING TO TALK TO BOB GILL TO HAVE HIM INSPECT THE RIDE AND HAVE HIS OPINION,

WE ALSO PREPARE AS PREVIOUSLY SAID, A PROTOTYPE CAR EQUIPPED WITH SAFETY BELTS WHICH IS THE ULTIMATE ANSWER TO THE QUESTION.

WE SHALL ALSO TAKE ADVISE FROM "VERITAS" WHICH IS OUR CONTROL AND INSPECTION OFFICE -

SINCERELY

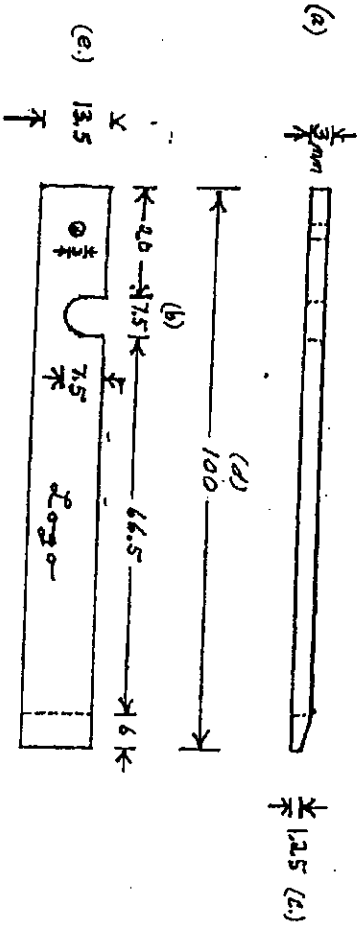
REVERCHON INDUSTRIES

Use of Lap Bar Latch Tolerance Gauge for Reverchon HIMALAYA

(a)	Thickness	- 3 mm	Length between latch and striker plate, if length is less than 3 mm, latch needs repair or replacement.
(b)	U-cut	- 7,5 mm	Minimum width of latch hook; if U-cut slides over hook, the hook will need repair or replacement (latch hook thickness latch hook - original thickness 10 mm)
(c)	Tapered End	- 1.25 mm	Tip is worn if latch tip is equal to or greater than tapered end thickness.
(d)	Length	- 100 mm	Straight-edge for flatness measure
(e)	Width	- 13,5 mm	Lock handle cam minimum thickness measure 13.5/14 mm from hold edge to cam outside ; striker plate not less than 14 mm where welded to mounting surface plate.

99.06 Reverchon Himalaya Gauge

ALL DIMENSION 'mm'
NOT TO SCALE
K° HOLE FOR KEYCHAIN
7.5 mm CUT OUT



IND.	DATE	MODIFICATIONS	DESSINE	VERIFIE

PEVERCHON INDUSTRIES
123, route de Courbuisson - B. P 1 - 77920 SAMOIS CEDEX FRANCE - Tél : 16 (1) 64.24.66.15

DATE
ECHELLE
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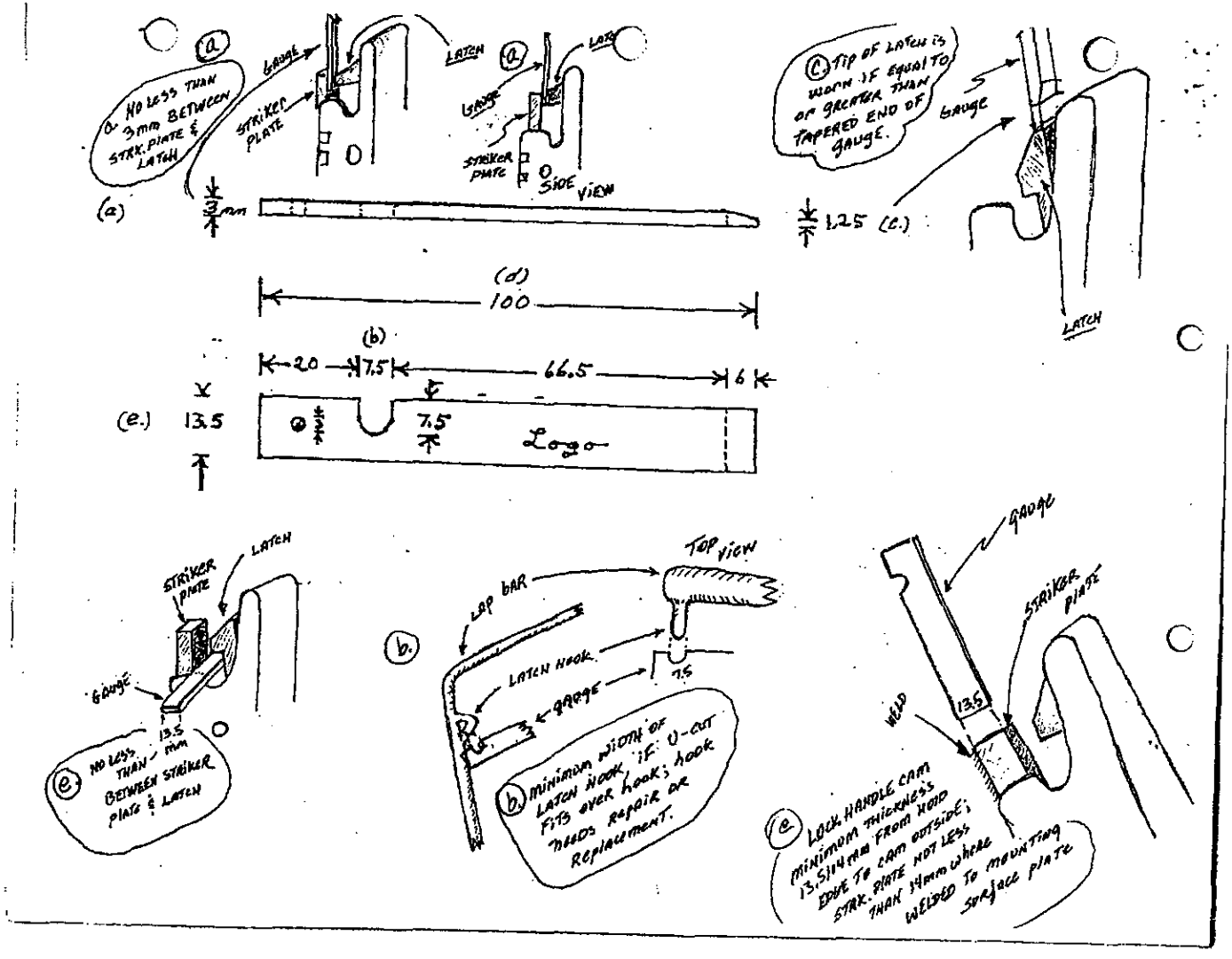
CODIF.

HIMALAYA

Jauge de mesure

N° 40.6806.4


(a) NO LESS THAN 3mm BETWEEN STRK. PLATE & LATCH
GAUGE
STRIKER PLATE
LATCH
SIDE VIEW
3mm
(a)
(c) TIP OF LATCH IS WORN IF EQUAL TO OR GREATER THAN TAPERED END OF GAUGE.
GAUGE
LATCH
1.25 (c.)
(d)
100
(b)
20
7.5
66.5
6
(e.)
13.5
7.5
Logo
STRIKER PLATE
LATCH
GAUGE
(e) NO LESS THAN 13.5 mm BETWEEN STRIKER PLATE & LATCH
TOP VIEW
LAP BAR
LATCH HOOK
GAUGE
7.5
(b) MINIMUM WIDTH OF LATCH HOOK IF U-CUT FITS OVER HOOK; HOOK NEEDS REPAIR OR REPLACEMENT.
GAUGE
STRIKER PLATE
WELD
13.5
(e) LOCK HANDLE CAM MINIMUM THICKNESS 13.5 mm FROM EDGE TO CAM OUTSIDE; STRK. PLATE NOT LESS THAN 14mm WHERE WELDED TO MOUNTING SURFACE PLATE

file
cc: United's file
Reverchon-Himalaya file

REVERCHON U S A INDUSTRIES

February 11, 1998

Mr. Ed Gregory, President
United Shows of America
PO Box 1089
Nolensville, TN 37135

Via Fax: 813-620-1808

RE: Reverchon "Himalaya" Ride
Operating at the 1998 Florida State Fair
Tampa, FL

Dear Mr. Gregory:

There is no harm to the Reverchon "Himalaya" ride if the drive motors are welded to the drive wheels instead of being bolted.

Sincerely,

Daniel T. Kilinski

DANIEL T. KILINSKI, President
Reverchon Industries, USA

DTK/md

7177 Lake Bluff Court • Wilsonville, Oregon 97070, U.S.A. • Phone (503) 694-2803 • FAX (503) 694-1339

MFG: REVERCHON
NAME: HIMALAYA
TYPE: NON-KIDDIE

REVERCHON U.S.A. INDUSTRIES

February 12, 1998

Mr. Ed Gregory, President
United Shows of America
PO Box 1089
Nolensville, TN 37135

Via Fax: 813-620-1808

RE: Reverchon "Himalaya" Ride
Operating at the 1998 Florida State Fair
Tampa, FL

Dear Mr. Gregory:

From our conversation today regarding operation of the "Himalaya" on three (3) motors instead of four (4), it is permissible provided you don't exceed 10 revolutions per minute on the ride.

If you have any questions, please call.

Sincerely,

Daniel T. Kilinski

DANIEL T. KILINSKI, President
Reverchon Industries, USA

DTK/md

7177 Lake Bluff Court • Wilsonville, Oregon 97070, U.S.A. • Phone (503) 694-2003 • FAX (503) 694-1339

Florida Department of Agriculture & Consumer Services
BOB CRAWFORD, Commissioner
The Capitol • Tallahassee, FL 32399-0800

Please Respond To:
Division of Standards
Bureau of Fair Ride Inspection
131 Administration Building
3125 Conner Boulevard
Tallahassee, FL 32399-1650
1-800-HELP FLA
Ph. (850) 488-9790, Fax (850) 488-9023

March 25, 1998

To all Himalaya Owners permitted during the last year.
Addressed to each individually.

RE: Austin, TX, Himalaya Death of 3/19/98:

Preliminary reports on the above accident (copy attached) indicate, among other things, the passengers were "thrown out" and the lap bar on the car had broken away. The investigation into this tragedy is continuing. However, indications are that officials are focusing on broken and/or too small cotter keys, operating the ride after being told the lap bar was detached, and/or the possibility that the ride was operating to fast.

Because of this we want to reemphasize the manufacturer's position and requirements as it relates to Himalaya type rides operated in Florida (copy of 3/7/97 Reverchon memo attached).

1. Cotter keys, or diaper pins, of any type are unacceptable and shall not be used to secure the bottom of the lap bar.

2. "R" keys are required to secure the lap bar in place on both the right and left sides and the "R" keys must be of a sufficient size so that no movement or play occurs after they are inserted.

3. A block of wood shall be placed, and nailed down, near each "R" key to avoid patrons placing their feet on or near the keys and eliminate the possibility of the keys being removed.

4. "R" keys shall be tied off to eliminate them being inadvertently, or intentionally, pulled out.

5. Operator's should be instructed and cautioned; any car's lap bar that is found to not lock properly shall immediately cease being used until proper repairs can be made.

6. Rides shall not be operated in excess of the manufacturer's authorized or recommended speed under any circumstances.

If you have any questions in regard to this matter please do not hesitate to write or call.

Sincerely,

BOB CRAWFORD
COMMISSIONER OF AGRICULTURE

Michael W. Rinehart
Operations & Management Consultant
(850) 413-7756

AMUSEMENT RIDE SAFETY ALERT!

ATTENTION! STATE AMUSEMENT RIDE SAFETY INSPECTORS, OFFICIALS, RIDE OWNERS/OPERATORS & INSURERS

REVERCHON, S.A. INDUSTRIES, FRANCE
"HIMALAYA"
April 22, 1998

On March 19, 1998, the U.S. Consumer Product Safety Commission (CPSC) in conjunction with the Austin, Texas Police Department and the Texas Department of Insurance investigated an incident with the Reverchon "Himalaya" mobile amusement ride at the Austin-Travis County Livestock Show & Rodeo in Austin, Texas. The incident involved the failure of a lap bar restraint in car #19 which contained 1 male and 2 female passengers. The car's lap bar disconnected from the floor fasteners and was ejected with the car's 3 passengers. One female passenger was killed and the two others were seriously injured.

The Reverchon "Himalaya" involved in this incident was manufactured in 1984 by Reverchon, S.A. Industries, France. The U.S. representative for Reverchon Industries, USA is Mr. Dan Kilinski in Wilsonville, OR. There are approximately 40 Reverchon "Himalaya" rides operating in the United States; both mobile and fixed-site units.

While the CPSC's investigation into the cause of the failure continues, in the interim, we recommend inspection of the cars critical areas, as follows:

1. Check floor fasteners to the lap bar for wear - "R" keys/pins - are recommended by manufacturer. Cotter pins are not recommended by the manufacturer.

2. Check lap bar latches for excessive wear and secure attachment.

3. Ride speed should not exceed 10 rpm.

4. Ride should not run with more than 2 cars inoperable/unoccupied.

For further information or clarification on this Safety Bulletin you may contact one of the following:

US CPSC
Office of Compliance & Recalls
Jay DeMarco at (301) 504-0608 ext 1353
Division of Mechanical Engineering
Tom Caton at (301) 504-0494 ext 1305

Reverchon Industries, USA, Wilsonville, OR
at (503) 694-2803

U.S. CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, D.C. 20207

AMUSEMENT RIDE SAFETY ALERT

ATTENTION! STATE AMUSEMENT RIDE SAFETY INSPECTORS, OFFICIALS, RIDE OWNERS/OPERATORS & INSURERS

REVERCHON, S.A. INDUSTRIES, FRANCE
"HIMALAYA"
May 21, 1998

On April 22, 1998, the U.S. Consumer Product Safety Commission (CPSC) issued a safety alert on the Reverchon "Himalaya" mobile amusement ride in an effort to prevent future ride incidents similar to the one which occurred at the Austin-Travis County Livestock Show & Rodeo in Austin, Texas on March 19, 1998. The incident involved the failure of a lap bar restraint in car #19, due to the failure of the cotter pins used to fasten the lap bar to the floor pins. The car's lap bar disconnected from the floor fasteners and was ejected with the car's three riders. One rider was killed and the two others were seriously injured.

CPSC's preliminary investigation into the cause of the failure recommended remedial inspection of critical areas. Since that time the CPSC has further evaluated the ride and has the following recommendations which should be followed by state ride safety inspectors and owners/operators of the Himalaya rides in question.

1. **Stainless steel cotter pins** or R-keys with washers (with a hole diameter that closely fits the car's lower lap bar pin) are to be used as fasteners for car lap bars. These stainless steel fasteners are non-magnetic and can be checked with a magnet. The stronger stainless steel cotter pins have been used on amusement rides where there is a concern of removal by a patron. A 304, 316 or 18-8 stainless steel cotter pin could be more difficult to dislodge than a wired R-Key. Alternately, **"rue"** pins and **"circular cotter pins"** may also be appropriate fasteners. A hardened washer that closely fits the lower lap bar pin placed between a stronger cotter pin and lower lap bar should reduce shearing. This area requires inspection, maintenance, and replacement as necessary.

2. **Ride speed should not exceed 12 rpms** with all 4 hydraulic motors operable and 10 rpms with 3 hydraulic motors operable. Inoperable hydraulic motors can increase the ride's rpms.

3. **DO NOT** run this ride in reverse.

4. The prospect of unintentional unlatching shows that a back-up (secondary) latch may be needed as security against unintentional unlatching. From conversations with several state ride inspectors, CPSC technical staff learned of several styles of secondary latching devices being used on various Himalaya-type rides in this country. Some of these rides use a strap device and some use a mechanical device.

5. The ride **should not** run with more than 2 cars inoperable. This may be an indication of more serious ride problems and a more in-depth ride inspection is warranted.

6. During the test running of the Austin, Texas ride, **three** latch components separated from their respective cars. These components were flung from the ride. The possibility of injury was there and would increase with spectators present. These component separations suggest that latches need to be checked as a daily inspection item.

7. Check center spindle bushings for wear. Worn bushings can cause possible skips and jumps of cars while in operation. The skips/jumps may contribute to chipping of the car wheels .

For further information or clarification on this Safety Bulletin you may contact one of the following:

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Office of Compliance & Recalls
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Tom Caton at (301) 504-0494 ext 1305

Reverchon Industries, USA, Wilsonville, OR
at (503) 694-2803

DRAFT

DRAFT

U.S. CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, D.C. 20207

AMUSEMENT RIDE SAFETY ALERT

ATTENTION! STATE AMUSEMENT RIDE SAFETY INSPECTORS, OFFICIALS, RIDE OWNERS/OPERATORS & INSURERS

REVERCHON, S.A. INDUSTRIES, FRANCE
"HIMALAYA"
Due to issue ⇒ July 4, 1998
Revised

On April 22 and May 21, 1998, the U.S. Consumer Product Safety Commission (CPSC) issued a safety alert on the Reverchon "Himalaya" mobile amusement ride in an effort to prevent future ride incidents similar to the one which occurred at the Austin-Travis County Livestock Show & Rodeo in Austin, Texas on March 19, 1998. The incident involved the failure of a lap bar restraint in car #19, due to the failure of the cotter pins used to fasten the lap bar to the floor pins. The car's lap bar disconnected from the floor fasteners and was ejected with the car's three riders. One rider was killed and the two others were seriously injured.

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2. Ride speed **should not exceed 12 rpm** with all 4 hydraulic motors operable and 10 rpm with 3 hydraulic motors operable. Inoperable hydraulic motors can increase the ride's rpm.

3. It is recommended that the ride **NOT** run in reverse, since the Commission's injury data indicates a greater risk and propensity for rider ejection in conjunction with other ride component failures (or when coupled with other ride problems).

4. The prospect of unintentional unlatching shows that a back-up (secondary) latch may be needed as security against unintentional unlatching. From conversations with several state ride inspectors, CPSC technical staff learned of several styles of secondary latching devices, for lap bars, being used on various Himalaya-type rides in this country. Some of these rides use a strap device over the lap bar and some use a mechanical device with the latch device.

5. If the ride has more than 2 inoperable cars, it may be an indication of more serious ride problems and therefore warrants a more in-depth ride inspection.

6. During the test running of the Austin, Texas ride, three latch components separated from their respective cars. These components were flung from the ride. The possibility of injury was present and would increase with spectators present. These component separations suggest that latches need to be checked as a daily inspection item.

7. Check center spindle bushings for wear. Worn bushings can cause possible skips and jumps of cars while in operation. The skips/jumps may contribute to chipping of the cars' wheels .

8. Inspect rubber bushings (absorbers), both on the lap bar latching system and under each car; for bulging, cracking, wear, and deterioration that affects the bushings purpose and effectiveness. **Replace bushing if indicated.** [SEE ATTACHED DRAWING]

For further information or clarification on this Safety Bulletin you may contact one of the following:

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Office of Compliance & Recalls
Jay DeMarco at (301) 504-0608 ext 1353

Division of Mechanical Engineering
Tom Caton at (301) 504-0494 ext 1305

Reverchon Industries, USA, Wilsonville, OR
at (503) 694-2803

NOTE: This safety bulletin supercedes the previous two on 4/22/98 and 5/21/98.

U.S. CONSUMER PRODUCT SAFETY COMMISSION
WASHINGTON, D.C. 20207

AMUSEMENT RIDE SAFETY ALERT

ATTENTION! STATE AMUSEMENT RIDE SAFETY INSPECTORS, OFFICIALS, RIDE OWNERS/OPERATORS & INSURERS

REVERCHON, S.A. INDUSTRIES, FRANCE
"HIMALAYA"
July 8, 1998
Revised

On April 22 and May 21, 1998, the U.S. Consumer Product Safety Commission (CPSC) issued a safety alert on the Reverchon "Himalaya" mobile amusement ride in an effort to prevent future ride incidents similar to the one which occurred at the Austin-Travis County Livestock Show & Rodeo in Austin, Texas on March 19, 1998. The incident involved the failure of a lap bar restraint in car #19, due to the failure of the cotter pins used to fasten the lap bar to the floor pins. The car's lap bar disconnected from the floor fasteners and was ejected with the car's three riders. One rider was killed and the two others were seriously injured.

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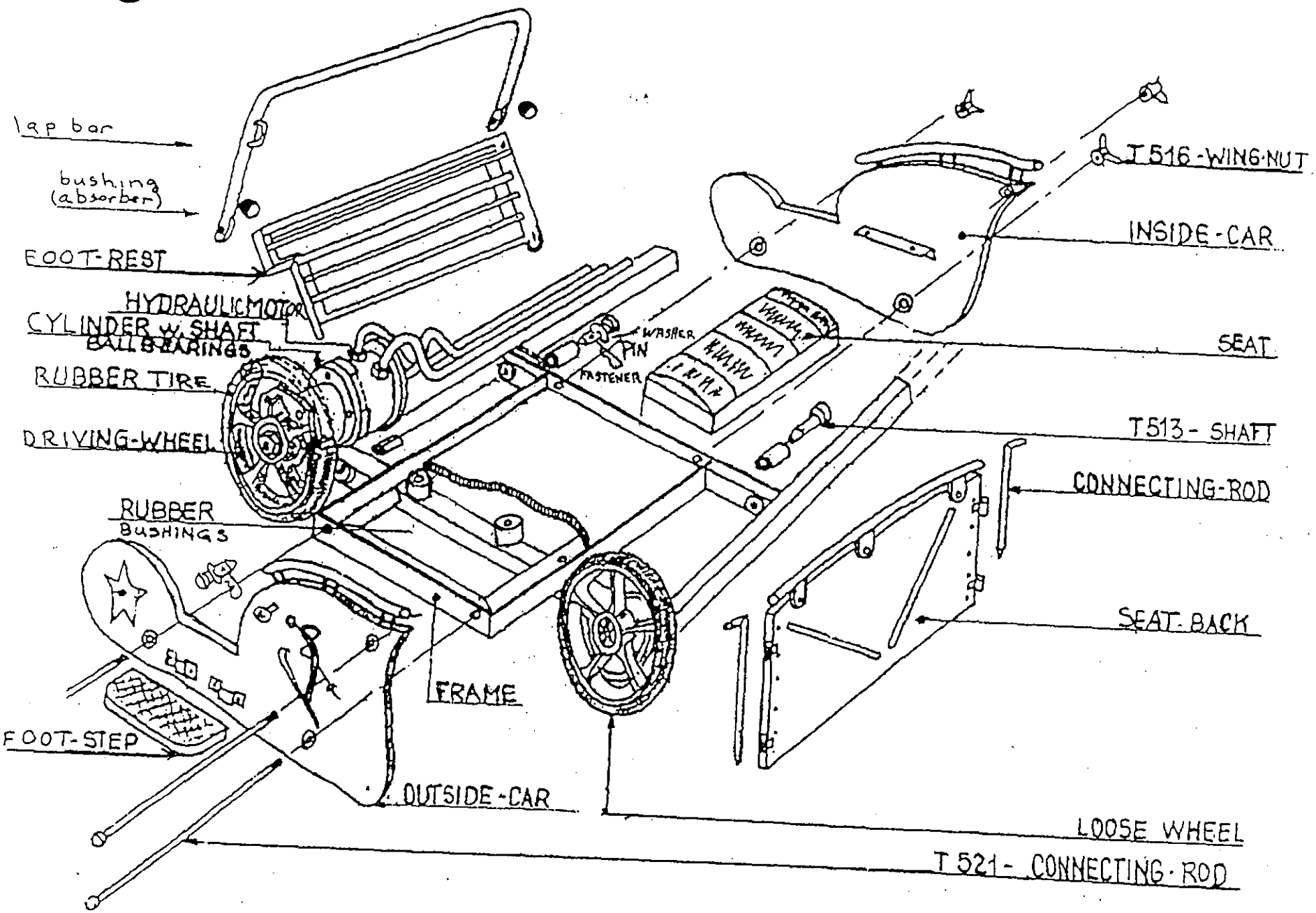
Tom Caton at (301) 504-0494 ext 1305

Reverchon Industries, USA, Wilsonville, OR
at (503) 694-2803

NOTE: This safety bulletin supersedes the previous bulletins issued on 4/22/98 and 5/21/98.

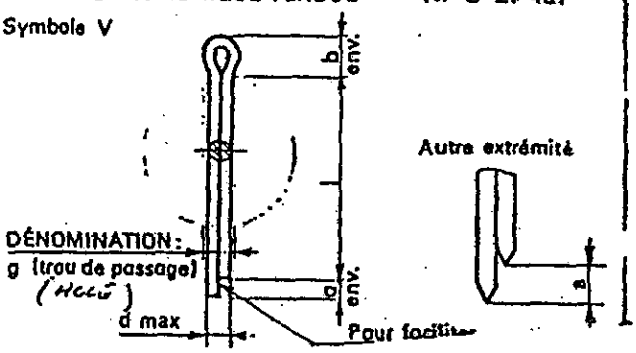


Note: Adapted from Reverchon 75 Manual drawing.

Goupilles cylindriques fendues SPLIT PIN

GOUPILLE CYLINDRIQUE FENDUE NF E 27-487

Symbole V



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b	2	2,4	3	3	3,2	4	5
l min	4	5	6	8	8	12	16
	5	6	8	10	10	14	20
	6	8	10	12	12	16	22
	8	10	12	14	14	18	25
g	3,2	4	5	6,3	8	10	13
d	2,9	3,7	4,6	5,9	7,5	9,5	12,4
a	3,2	4	4	4	4	6,3	6,3
b	6,4	8	10	12,6	16	20	26
l min	16	20	28	36	56	71	71
	18	22	32	40	63	80	80
	20	25	36	45	71	90	90
	22	28	40	50	80	100	100
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ATTENTION	La longueur l n'est pas la longueur hors tout.

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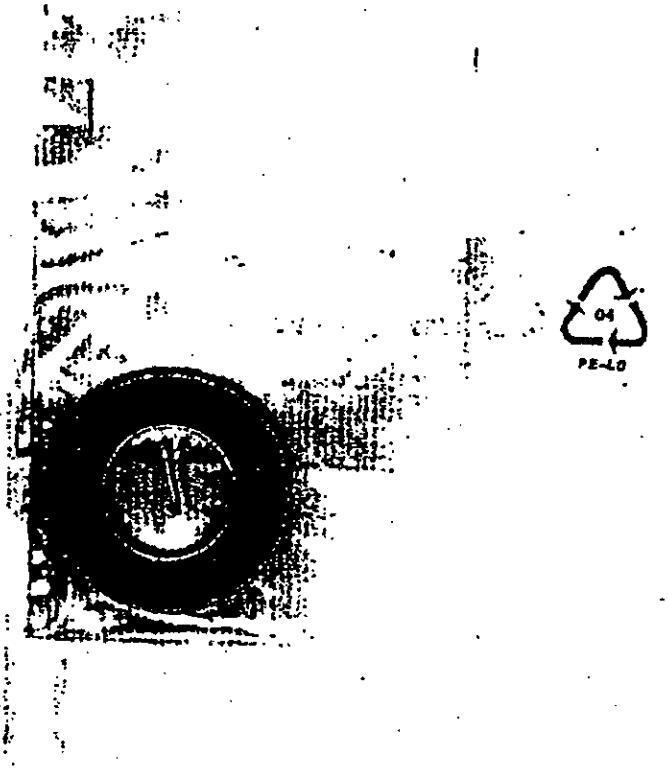
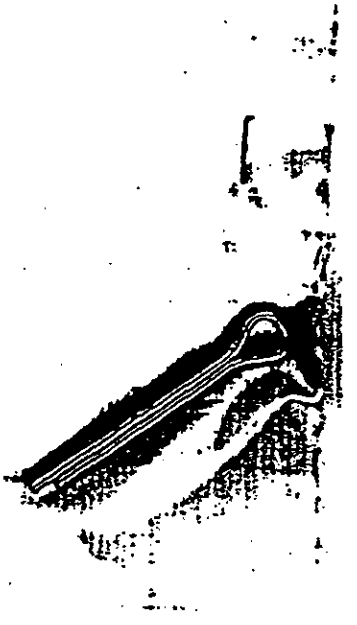
REVERCHON INDUSTRIES

WASHER M16

Split R-Key 4-32





News from CPSC

U.S. Consumer Product Safety Commission

Office of Information and Public Affairs Washington, D.C. 20207

For Immediate Release
August 20, 1998
Release # 98-155

Contact: Ken Giles
(301) 504-0580 Ext. 1184

CPSC Urges Further Safety Inspections of Mobile Amusement Rides

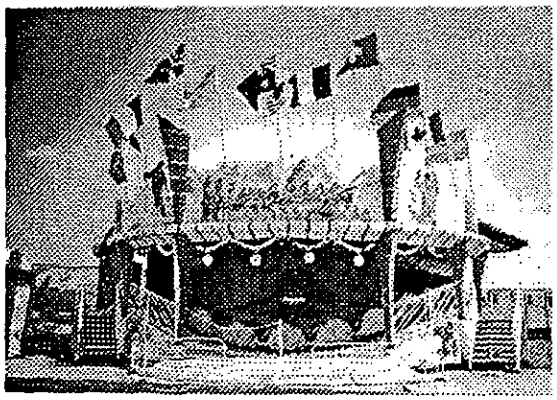
WASHINGTON, D.C. - Following an in-depth investigation into what caused a Reverchon Himalaya ride to eject three riders at a Texas rodeo, the U.S. Consumer Product Safety Commission (CPSC) has issued additional guidelines to ensure riders' safety. One rider was killed and two others were seriously injured when the Himalaya's lap bar failed on March 19 in Austin, Texas.

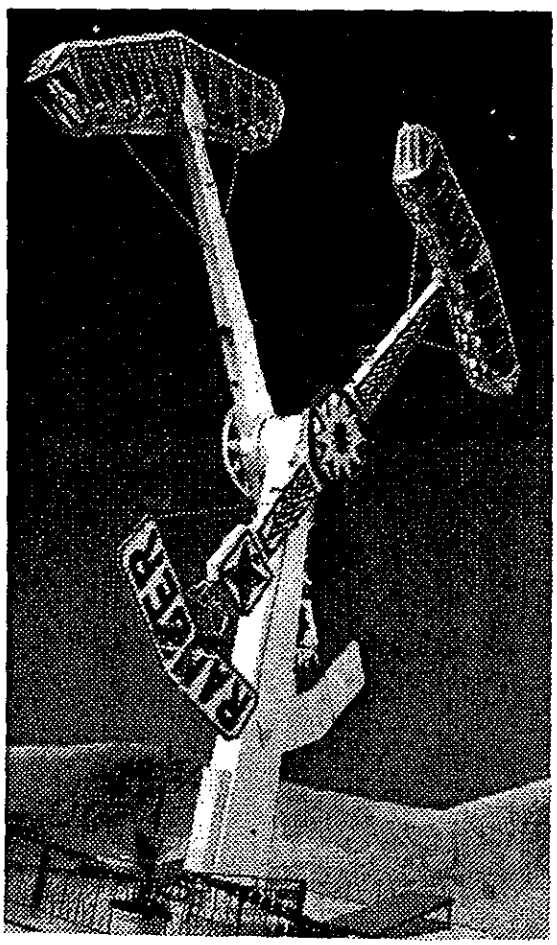
Since the incident, CPSC has issued three safety alerts to states for inspection of the ride in critical areas. CPSC is now asking ride operators and inspectors to check eight specific components, including fastener pins, rubber shock absorbers and center spindles. About 25 Himalaya rides operate in the United States at both mobile carnivals and fixed-site parks. Reverchon of France manufactured the ride in 1984.

In a separate action, as a precautionary measure, CPSC also is urging all states to immediately inspect the mobile amusement rides known as Ranger, Kamikaze, or Hi-Flyer, in accordance with the manufacturer's recently issued safety bulletin. California Ride Safety Officials have discovered severe corrosion on some of the rides' shoulder restraints. If the shoulder restraint were to fail, riders could be severely injured or killed. There have been no reported incidents with these rides. About 17 Ranger, Kamikaze, and Hi-Flyer rides operate in the United States at both mobile carnivals and fixed-site parks. FarFabbri of Italy manufactured these rides from 1988 to 1992.

While CPSC has jurisdiction over the mobile rides that move from place to place, states and local communities are responsible for inspections and oversight. State safety inspectors will work with CPSC to ensure the rides operate safely.

While most states currently have some mandatory regulations or inspection program to ensure ride safety, the following states have no regulations and do not require that rides be inspected for safety: Alabama, Kansas, Missouri, Montana, North Dakota, South Dakota, and Utah and Vermont. The following states have insurance company or other private inspections, but do not require inspections by state or local regulators: Arizona, Minnesota, Mississippi, New Mexico, Tennessee and Texas. ###




RUGER

Editor's Note: To access a full-color version of the photo in JPEG (JPG) format, go to this press release on CPSC's web site at:
http://www.cpsc.gov/cpscpub/prerel/prhtml98/98155.html
To download, place the cursor on the image, click and hold the mouse button (right mouse button for PC users), and use the "save as" menu to save the image in the desired location.

ÉQUIPEMENT DE LOISIRS

CPSC '99 FEB 22 AM 8

REVERCHON FRANCE
INDUSTRIES

99 FEB 22 AM 8:40

MEMORANDUM

Votre Réf. :

FEB 22 1999

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Notre Réf. :

To : U.S. Owners of Himalayas

From : REVERCHON INDUSTRIES SAMOIS, FRANCE

Subject : Repair of « HIMALAYA » amusement ride

In cooperation with the United States Consumer Product Safety Commission, *REVERCHON INDUSTRIES* of Samois, France and *REVERCHON USA* of Wilsonville, Oregon are providing to all U.S. owners of the « Himalaya » amusement ride new inspection and maintenance procedures and a tolerance gauge. We will distribute the tolerance gauge within 30 days of this notice.
We are also offering secondary restraints and speed control device to enhance rider safety. Enclosed are the materials for the repair inspection, and maintenance of the « Himalaya » which you will need to follow.

Owners can contact *REVERCHON* in the United States at : 503-694-2803 or *REVERCHON* in France at 011-331-60749400.

The United States Consumer Product Safety Commission will notify all amusement ride state safety officials of this program. These state officials will assist the Commission in monitoring this program.

Société
Gaston REVERCHON
Industries

Siège Social :
18, avenue des Champs-Élysées
75008 PARIS FRANCE

Direction Générale :
123, route de Courbuisson
B.P. 1
77920 SAMOIS CEDEX
FRANCE

MAINTENANCE

EVERY DAY

CAR INSPECTION

Cars must be in perfect condition

- Safety bars (hinge and locker)
- Wing nuts T516
- Shaft and pins T512 and T513
- Shock absorber S651
- Hydraulic motor Y 504
- Locker (no wear admitted)

Sweep Inspection

- Pins T511 at the beginning of each sweep
- Pins T522

Inspection of Hydraulic Unit

- Check the oil level
- Watch for any oil leak
- Watch for manometer pressure

All security pins

Must be in place and in good shape. If not, they must be replaced.

MAINTENANCE

EVERY 50 HOURS

GENERAL INSPECTION OF BOLTS AND NUTS

All bolts must be in place and tightened. Vibrations might drive some bolts loose. They must be checked every 50 hours and tightened if necessary.

MAINTENANCE

EVERY MONTH

GENERAL INSPECTION OF WELDINGS

- Lubrication of the slewing ring
- Lubrication of the 6 lubricators
- Lubrication of the 3 lubricators on the rotating joint with POCLAIN grease EP or TEXACO MOLYTEX NR. 2.
- Wheels should be re-lubricated when they are mounted every month.
- Re-lubrication of the pins T511 when they are settled or every month.
- Watch for the oil level in the servo-motor.
- Control of the rubber bushings on the chassis of the cars.

MAINTENANCE

ONCE A YEAR

- Re-lubrication of the electric engine

- Complete inspection of bolts, welding, pipes, motors, seats.

- Speed, vibrations, stresses, centrifugal force, alternate loads, induce fatigue.

- Fatigue of metal may cause cracks specially in the dynamic parts of the ride such as : wheels, sweeps, center plates, rail track, track pins, other pins, car chassis, spread bars between sweeps or other components including the cars themselves.

All these parts (specially the dynamic ones but not exclusively) must be completely dismounted and disassembled once a year.
They must be carefully inspected.
You must not operate your ride if one of these parts either shows the beginning of a crack in the metal or an excessive wear.

If such a case occurs, you must change the part.

MAINTENANCE

EVERY TWO YEARS

The ride must be completely inspected by an authorized registered office such as VERITAS or TÜV or other, Level 1 qualified inspectors

Please call our service for an appointment :

Tel. number in the USA :

503 694 28 03

or write at the following address :

REVERCHON USA
7177 LAKE BLUFF COURT
PORTLAND
OREGON

Reverchon Himalaya

U.S. Consumer Products Safety Commission

For Immediate Release March 23, 1999
Contact: Ken Giles (301) 504-0580 Ext. 1184
Release # 99-083

CPSC, Reverchon Industries Announce Repair Program for Himalaya Amusement Rides

WASHINGTON, D.C. - In cooperation with the U.S. Consumer Product Safety Commission (CPSC), Reverchon Industries, of Samois, France, and Reverchon USA, of Wilsonville, Ore., are offering new inspection and maintenance procedures and secondary restraints for approximately 25 Himalaya amusement rides operating in the U.S.

CPSC has received reports of five incidents involving the Himalaya ride resulting in two deaths and three injuries. This repair program is the result of a CPSC investigation of these incidents. Most recently, one rider was killed and two others seriously injured when they were ejected from the ride in Austin, Texas, on March 19, 1998. The component failures appear to be the result of poor maintenance and inspection procedures. These rides should be properly inspected and maintained according to the manufacturer's specifications or serious injury and death to riders can occur.

Reverchon is offering ride owners and state safety officials current inspection and maintenance guidelines, and a free tolerance gauge which measures wear on the lap bar latch. Ride operators also must install a speed control device and a secondary lap bar latching device. For more information, owners and state safety officials can contact Reverchon in the USA at (503)694-2803 between 9 a.m. and 5 p.m. PST Monday through Friday or Reverchon in France at 011-331-6074-9400.

CPSC is working with state regulators to ensure that these safety repairs and inspections are carried out. In addition to this repair program, CPSC has issued three safety alerts to states for inspection of the Himalaya rides. While CPSC has jurisdiction over the mobile rides that move from place to place, states and local communities are responsible for inspections and oversight.

While most states currently have some mandatory regulations or inspection program to ensure ride safety, the following states have no regulations and do not require that rides be inspected for safety: Alabama, Kansas, Missouri, Montana, North Dakota, South Dakota, Utah and Vermont. The following states have insurance company or other private inspections, but do not require inspections by state or local regulators: Arizona, Minnesota, Mississippi, New Mexico, Tennessee and Texas.

Technical aspects corrective action plan

Security bar

Enclosed you'll find drawing 40-6804-42 - Insert - giving you a description of placing the security bar in the exact position, to maintain the bar, as well as the dimensions (54 mm) between the spacer and the upper part of the bottom of the car. This spacer doesn't move at all so that the feet of the passengers couldn't get stuck between the bar and the bottom of the car, when closing the fence of the HIMALAYA.

Also the positioning of the secondary lap bar latching device is shown (detail C) on above mentioned drawing

R-Keys

We propose you an alternative solution :

To replace the 2 inferior axles maintaining the bar (see photo hereafter) by one axle which is designed on drawing number 40-6191-42 A- Insert.

Once these axles correctly installed, we advise you to bring in one R-key whereabout you'll find the documentation here enclosed.

For more information please refer to drawing 40-6805-42 - Insert.

Please note that, for the moment the best solution a split-R-key with a washer is, provided that they are changed at each dismantling of the ride and a new one is used every next erection.

Speed control device

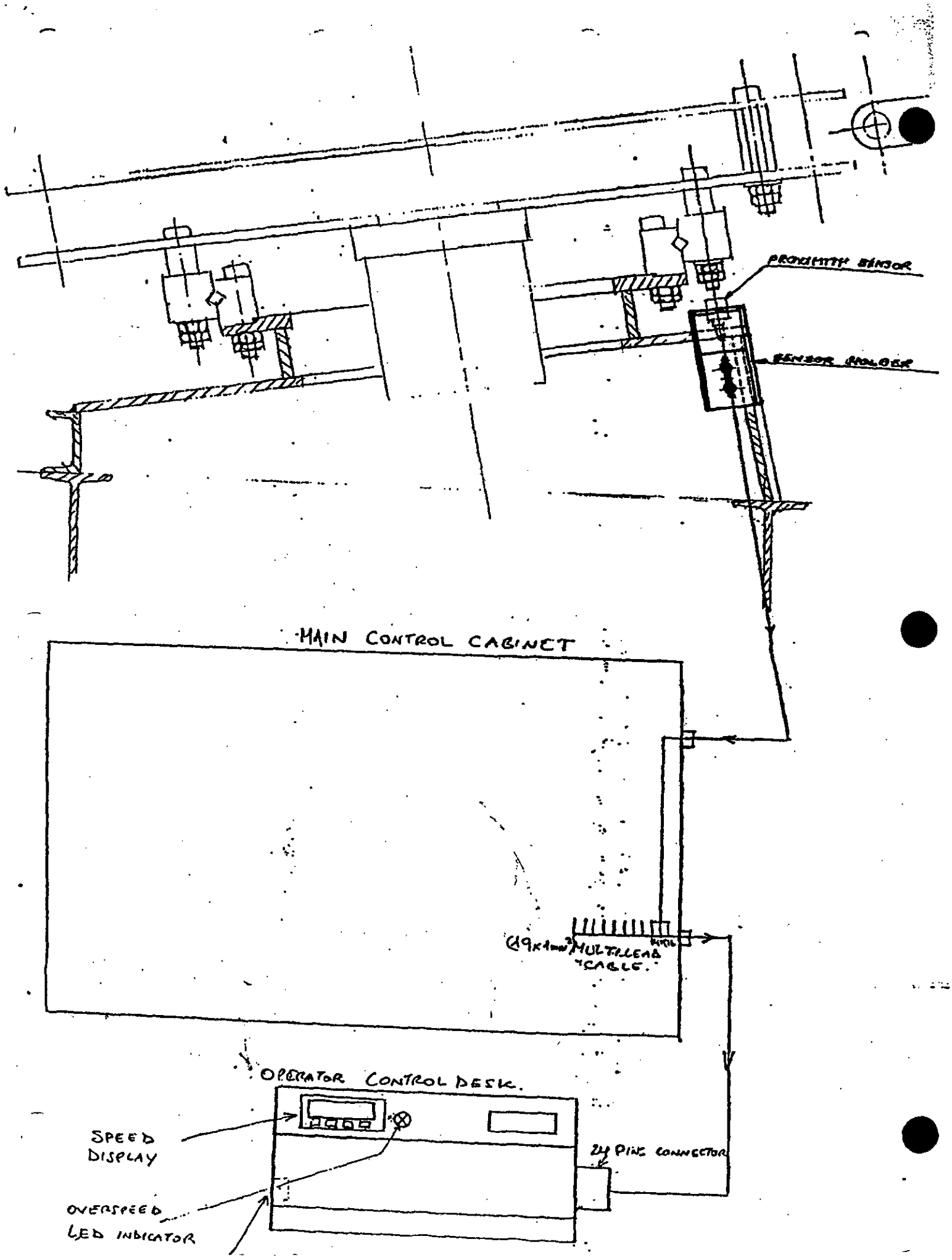
Regarding the speed control device, we propose you to find hereafter 2 detailed main drawings of the installation of a sensor to determine the frequency of the ride.

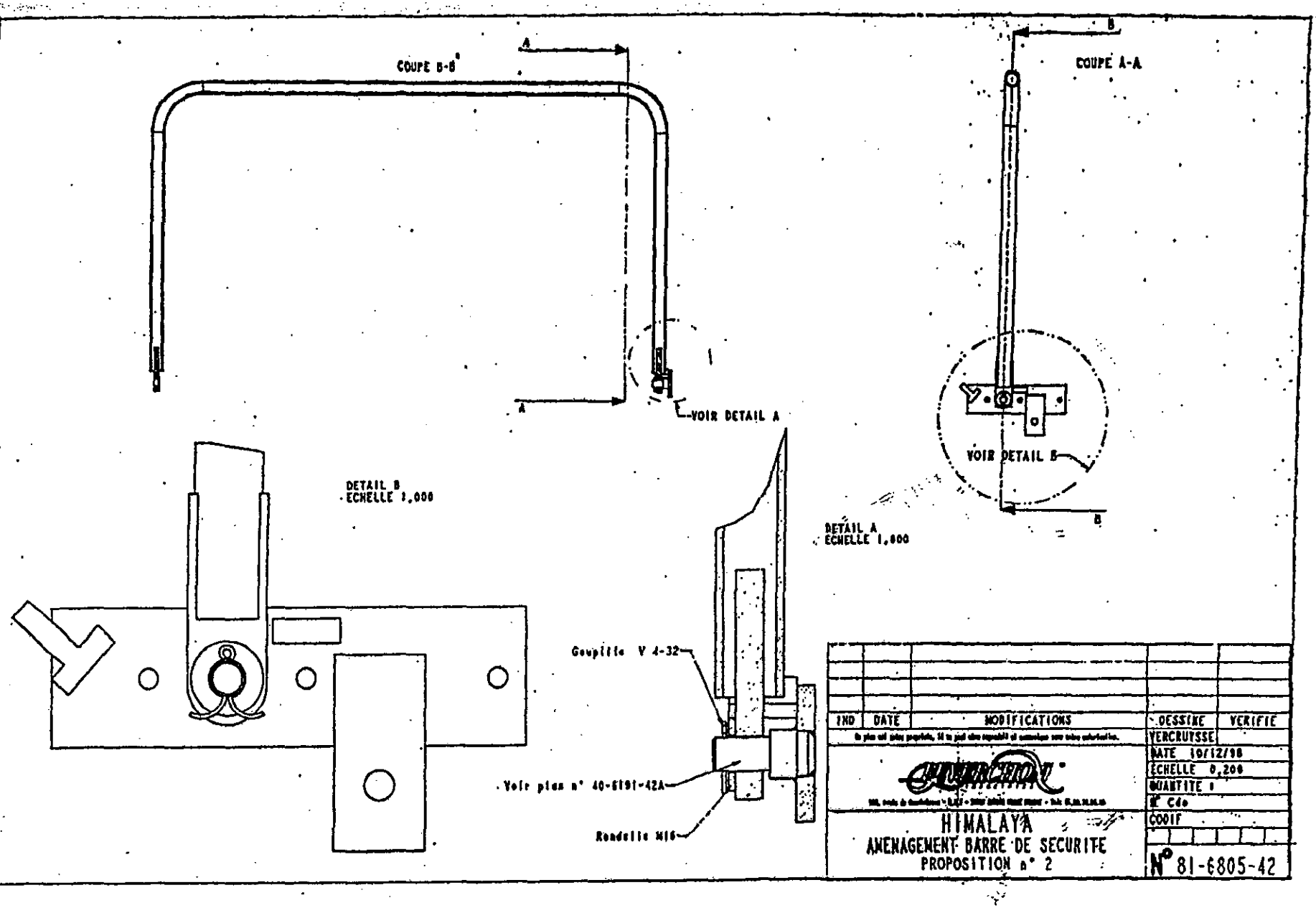
This sensor indicates the speed directly in RPM.

If the speed goes over the threshold corresponding to the maximum speed, a warning blister lights up and a buzzer sounds a warning in the station the if the ride rotates faster than its permitted speed.

Tolerance Gauge Tool

We are providing to all U.S. owners of the « Himalaya » amusement ride a tolerance gauge.


PROXIMITY SENSOR
SENSOR HOLDER
MAIN CONTROL CABINET
19x1mm² MULTICORE CABLE
OPERATOR CONTROL DESK.
SPEED DISPLAY
OVERSPEED LED INDICATOR
24 PIN CONNECTOR



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			DATE 10/12/98	
			ECHELLE 0,200	
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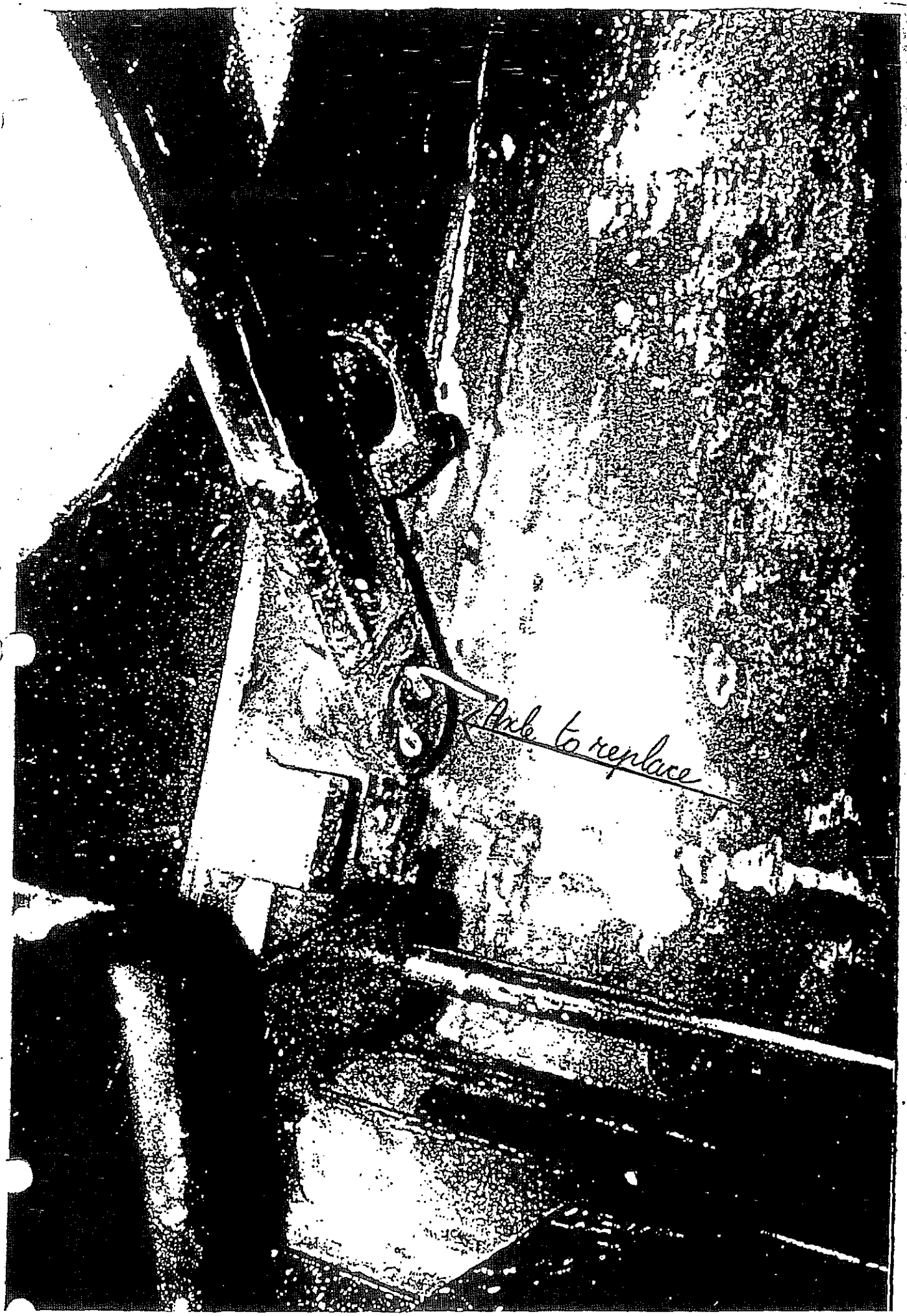
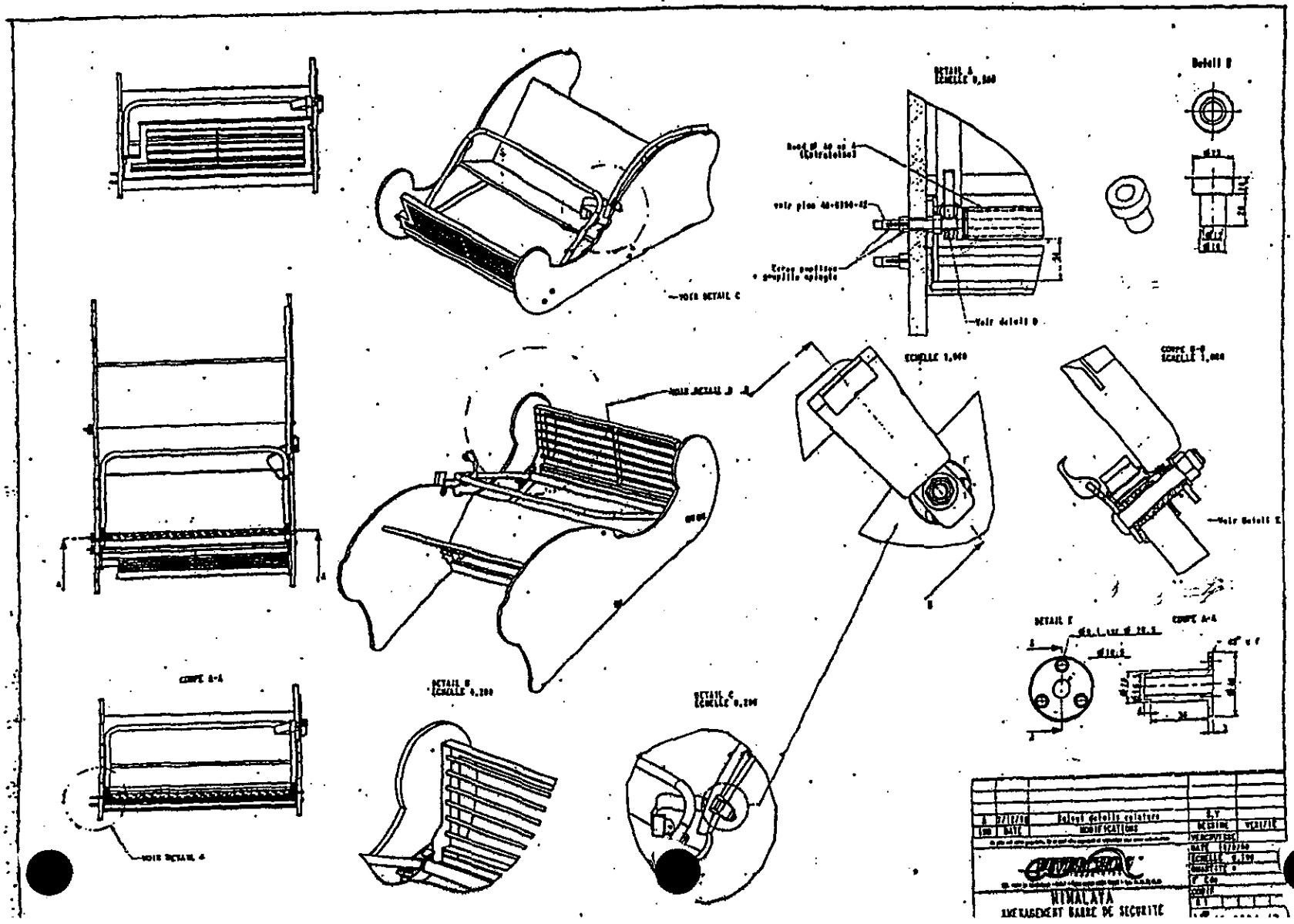
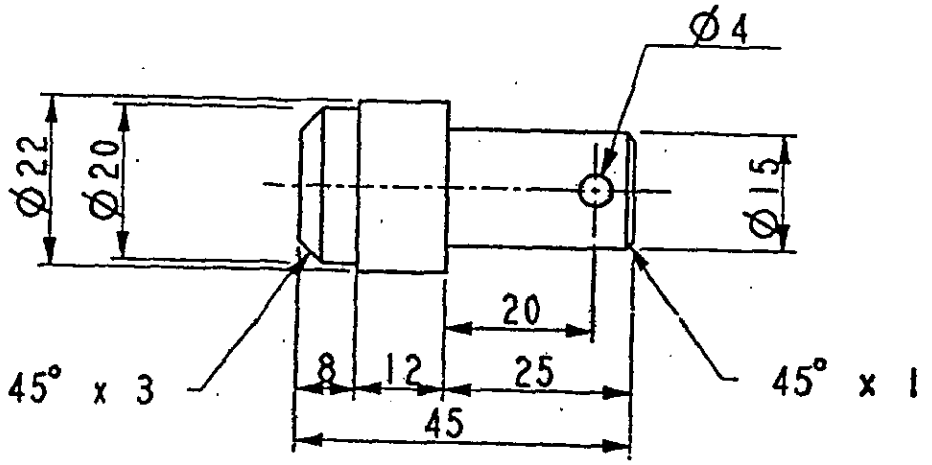
HIMALAYA
AMENAGEMENT BARRE DE SECURITE
PROPOSITION n° 2

N° 81-6805-42


Axle to replace


DETAIL A
ECHELLE 0,500
Detail B
Voir detail B
ECHELLE 1,000
COUPE B-B
ECHELLE 1,000
DETAIL E
COUPE A-A
DETAIL D
ECHELLE 0,200
DETAIL C
ECHELLE 0,200
COUPE A-A
HIMALAYA
AMENAGEMENT BARRE DE SECURITE



TOLERANCE D'USINAGE : ± 0.5mm

IND	DATE	MODIFICATIONS
A	9/12/98	Modif perçage et longueur

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VERDIER	
DATE 9/2/73	
ECHELLE 1,000	
QUANTITE 48	
N° Cde	
CODIF	
A	

CREVERCHON INDUSTRIES
123, route de Courbeloson - B.P.1 - 77920 SAMOIS CEDEX FRANCE - Tel: 01.60.74.64.60

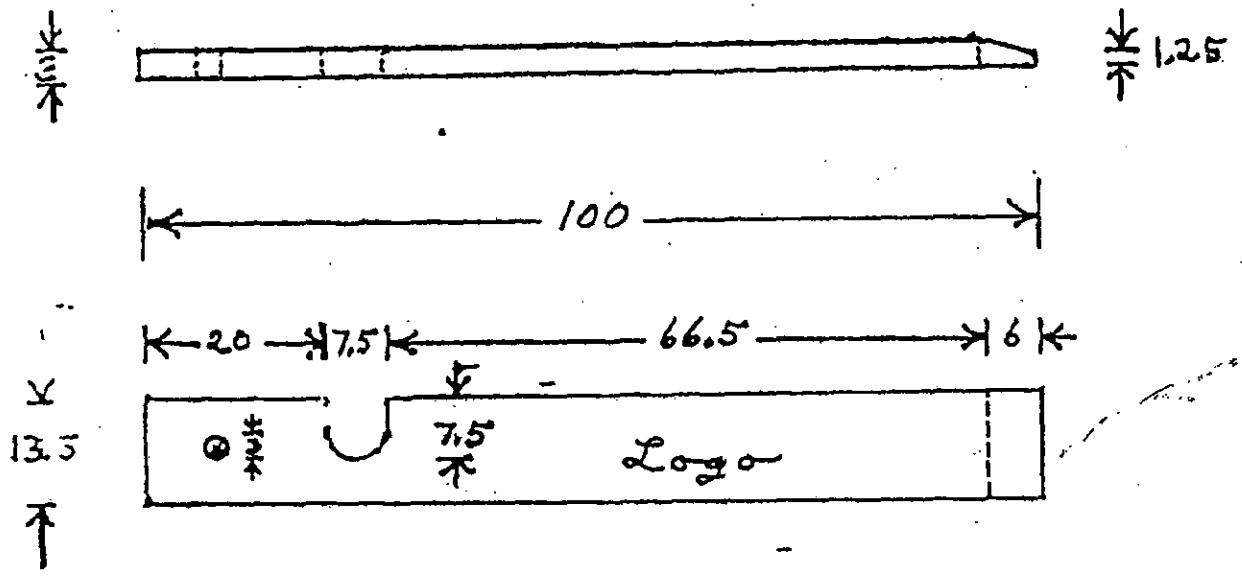
HIMALAYA
AXE POUR BARRE DE PROTECTION

N° 40 C101 424

REVERCHON INDUSTRIES

Use of Lap Bar Latch Tolerance Gauge for Reverchon HIMALAYA

(a)	Thickness	- 3 mm	Length between latch and striker plate, if length is less than 3 mm, latch needs repair or replacement.
(b)	U-cut	- 7,5 mm	Minimum width of latch hook; if U-cut slides over hook, the hook will need repair or replacement (latch hook thickness latch hook - original thickness 10 mm)
(c)	Tapered End	- 1.25 mm	Tip is worn if latch tip is equal to or greater than tapered end thickness.
(d)	Length	- 100 mm	Straight-edge for flatness measure
(e)	Width	- 13,5 mm	Lock handle cam minimum thickness measure 13.5/14 mm from hold edge to cam outside ; striker plate not less than 14 mm where welded to mounting surface plate.



ALL DIMENSION 'mm'

NOT TO SCALE

K. HOLE FOR KEYCHAIN

7.5 mm CUT OUT

IND.	DATE	MODIFICATIONS	DESSINE	VERIFIE

DATE

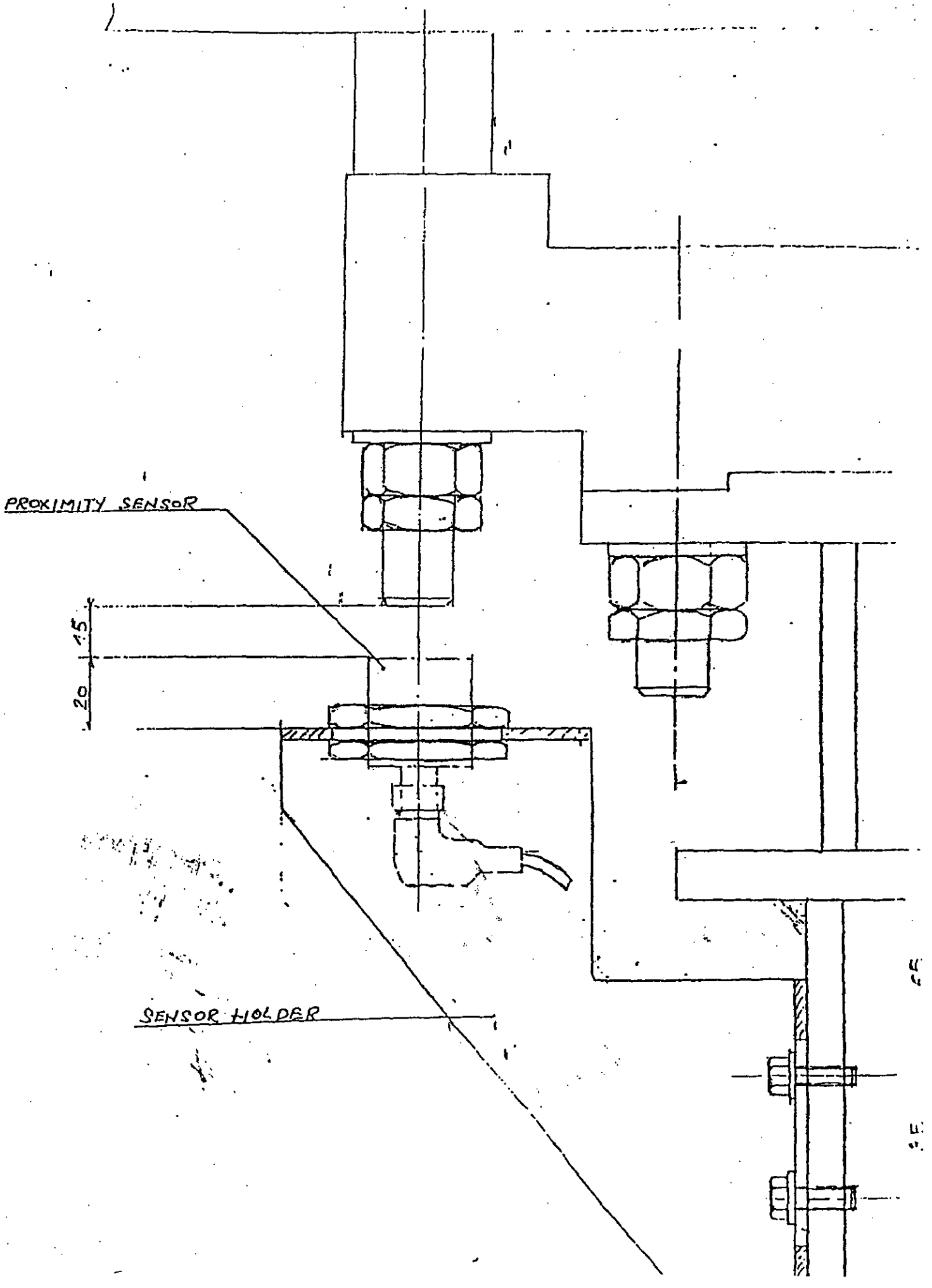
ECHELLE

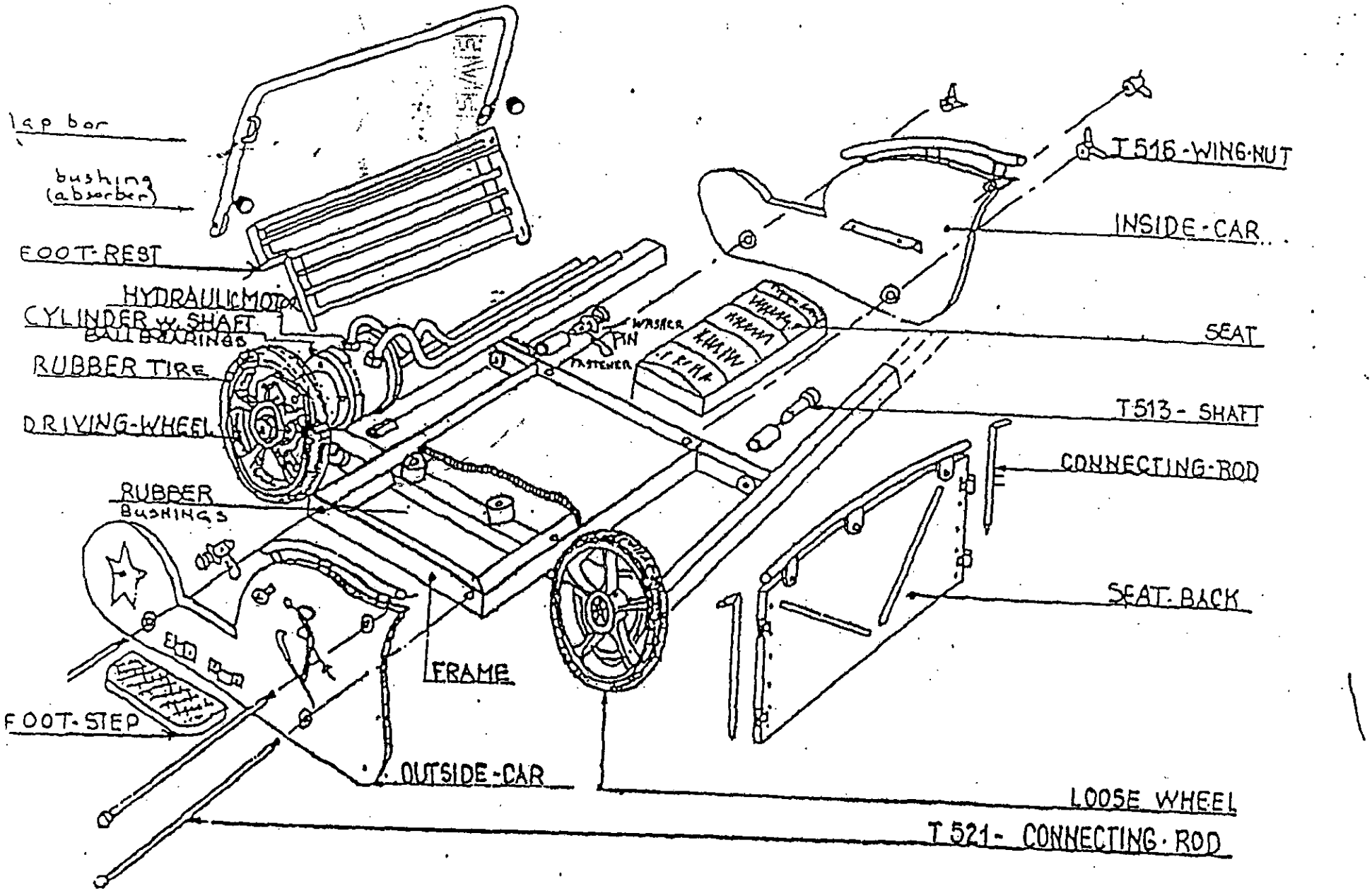
QUANTITE

N° Cde

CODIF.

123, route de Courbuisson - B.P.1 - 77920 SAMOIS CEDEX FRANCE - Tél.: 16 (1) 64.24.66.15


PROXIMITY SENSOR
15
20
SENSOR HOLDER



Note: Adapted from Reverchon [illegible] manual drawing.

REVERCHON FRANCE INDUSTRIES

Mr DE MARCO

Votre Réf. :

Notre Réf. : HIMALAYA AMUSEMENT RIDE

Samois, August 9, 1999

This letter is a clarification of the terms and conditions of the corrective action plan of March 1999 made in cooperation with the United States Consumer Product Safety Commission and REVERCHON INDUSTRIES of Samois, France.

Under the terms of the plan, we provided to all known U.S. owners of the Himalaya and state amusement ride inspectors a tolerance gauge tool to be used for proper inspection of the lap bar latching mechanism. We have completed this aspect of corrective action plan.

Our specifications are as follow :

- ride owners must use fasteners such as stainless steel cotter pins, R-Keys (hairpin cotter pins), or rue pins for attaching the lap bar to the lower pins of the car. Owners can purchase these parts from commercial hardware supply stores.

- the secondary lap bar latching device and the speed control device are recommendations only. Although we strongly encourage owners to purchase and to install these extra safety features; the corrective action plan does not require that Reverchon provide these free of charge.
  However, *to operate the ride safely, owners must strictly* adhere to the manufacturer's specification that the ride be operated at no more than 12 rpms.

Furthermore, in regard to the « perfect/good condition » requirements of the corrective action plan, this term applies to those bulleted areas on the maintenance program section (copy attached) *as per manufacturer's specifications.*

Owners can contact REVERCHON in France at :
Phone ° 33.1.60.74.94.00 - Fax : 33.1.60.74.94.10

The United States Consumer Safety Commission will notify all amusement ride state safety officials of this program. These state official will assist the Commission in monitoring this program.

This program has been established with the collaboration of the United States Consumer Product Safety Commission of Washington.

Société
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Industries

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18, avenue des Champs-Élysées
75008 PARIS FRANCE

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Tél. : (33) Ø1.60.74.94.00
Fax : (33) Ø1.60.74.94.10

REVERCHON INDUSTRIES

BALPPA