

NAFLIC

National Association For Leisure Industry Certification

Standards & Related Documents Sub-Committee

TECHNICAL BULLETIN - OCTOBER 1992

033. Rotor Rides

The Health & Safety Executive recently called a meeting to discuss incidents regarding the trapping of passengers' feet between the rotating platform and the side wall of a Rotor ride. This occurred, as a result of unconventional operation, during the raising of the platform at the end of the ride. It was decided that the remedy was mainly operational and the following points were recommended for Appointed Persons to inform their clients :-

- 1) The ride is to be allowed to slow down with the floor in its lowered position. This means that, as the speed of rotation decreases, the passengers slide down the wall to meet the floor. When the drum has completely stopped, ensuring that the passengers' feet are not being forced against the outer drum, the floor can be raised if necessary.
- 2) An instruction sheet, detailing the above, should be made available to the operator at all times and also fixed, in a suitable and permanent way, within view of the operator.
- 3) Any rubber on the side of the drum at passengers' lower leg level is to be removed, to allow feet to slide easily out of the path of the platform.
- 4) Feet positions are to be marked on the platform floor, several inches from the edge, so that passengers are aware of the preferred position to stand.
- 5) It was also noted that, at present, main entrance doors on some rotor devices can be opened whilst the ride is in motion, giving access to the revolving drum. This can be remedied by fitting an electrically sensed, or mechanical, interlock to the gates ensuring that :
 - a) The ride cannot be started with the doors open.
 - b) The doors cannot be opened with the ride in motion.

Appointed Persons should be aware that HSE has noted a potential problem in the lack of door interlocks and suggest that a hazard is reasonably foreseeable.

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NAFLIC

National Association For Leisure Industry Certification

Standards & Related Documents Sub-Committee

TECHNICAL BULLETIN - AUGUST 1992

033. Rotor - Trapped feet & Door Interlocks

The Health & Safety Executive recently called a meeting to discuss incidents regarding the trapping of passenger's feet, between the rotating platform and the side wall, during the raising of the Rotor platform at the end of a ride.

It was decided that the remedy is mainly operational and the following points were recommended for competent persons to inform their clients:

1. The ride is to be allowed to slow down with the floor in its lowered position. This means that, as the speed of rotation decreases, the passengers slide down the wall to meet the floor. When the ride has completely stopped, ensuring that the passenger's feet are not being forced against the outer drum, the floor can then be raised safely. *if necessary.*
2. An instruction sheet, detailing the above, should be made available to the operator at all times and also be fixed in a suitable and permanent way, within view of the operator.
3. Any rubber on the side of the drum at passenger's leg level is to be removed, to allow feet to slide easily out of the path of the platform.
4. Feet positions are to be marked on the platform floor, several inches from the edge, so that passengers are aware of the safest position to stand.
5. It was also noted that, at present, main entrance doors on some Rotor devices can be opened whilst the ride is in motion giving access to the revolving drum. This is serious and can be remedied by fitting an electrically sensed, or mechanical, interlock to the gates, ensuring that:
 - 5.1. The ride can not be started with the doors open.
 - 5.2. The doors can not be opened with the ride in motion.

Discussion followed regarding the possibility of mechanical interlocks and it was felt that these were possible, but probably clumsy. It was noted that these could be under the control of the Operator at his control position.

Competent persons should be aware that the Health & Safety Executive has now noted a possible problem with the lack of door interlocks and has advised that a danger is reasonably foreseeable.