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Datum
05.09.05

ALERT relating to amusement ride Break Dance
SERVICE LETTER No. 17-10

Ref.: «Typ» of serial number «Bau_Nr»

Dear Sirs,

According to our records you are the owner/operator of a HUSS "Break Dance" ride. If this is no longer the case, please return this letter to us together with the name, address and contact information of the current owner.

Recently, cracks occurred at the gondola booms of two German „Break Dance“ rides. Thus, and with reference to our Service Letter 17-08 of 1999, we have to insist on the following measures being taken immediately.

1. Upon receipt of this Service Letter and before operating your Break Dance ride again, please visually check all the booms thoroughly and specially test the **break area at the gondola** (see enclosure) for cracks and irregularities. In case you do not feel able to do it yourself, please either contact the manufacturer or certified materials testing lab.
2. In case of visually detected irregularities, damages or cracks the ride must be shut down immediately and an ultrasonic inspection must be carried out either through a company authorised by the manufacturer or a certified amusement ride inspection agency or through an accredited testing laboratory. A report of the test results under (1) and (2) has to be submitted to the manufacturer immediately, however, no later than September 20, 2005.

-1-

3. Even if there are no irregularities – this means no visual deficiency was detected – an ultrasonic inspection must be carried out either through a company authorised by the manufacturer, a certified amusement ride inspection agency or through an accredited materials laboratory **at the break area of the gondolas boom** (see enclosure) at all gondola booms of your ride through latest until September 20, 2005. The test results have to be submitted to the manufacturer immediately, however, no later than September 30, 2005.
4. Even if no irregularities, damages, cracks etc. were detected during the visual check and the ultrasonic inspection, a visual check of the break area has to be effected **on a daily basis** until the original certification body (TUV) issues further instructions to the proceeding.
5. In case the tests show cracks, the original certification body (TUV) must assess the detected damages. This certification body will also have to approve repair measures.
6. The overspeed of the centre («Drehz_Mitte» rpm) as well as the overspeed of the gyros («Drehz_Kr» rpm) must be checked. Furthermore, the overspeed monitoring of the centre (switch off at «Üdrehz_Mitte» rpm) and the overspeed monitoring of the gyros (switch off at «Üdrehz_Kr» rpm) must be checked with respect to their serviceability. In case of exceeding the overspeed or malfunction of the overspeed monitoring it has to be corrected immediately and/or the defect has to be repaired immediately. An operation with excessive rotation speeds is never allowed.

The non-observance of the above measures may have life-threatening consequences for the passengers. The renewed checking of the static calculations through TÜV Süddeutschland however showed that there are no risks when operating the ride properly.

Best regards,

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Encl.:
Drawing

area that has to checked

