

NAFLIC

National Association For Leisure Industry Certification

Standards & Related Documents Committee

TECHNICAL BULLETIN — MAY 2007

321. Wacky Worm

The committee has received the following email from Barry Baker HM Principle Inspector of Health and Safety, Entertainments & Leisure Section. The email discusses a Fajume Wacky Worm device.

All

NFIT Wales prohibited the use of a Fajume manufactured travelling coaster on Friday and this is to advise you of the action and concerns in order that you can advise any members who may have such a ride.

It is a FAJUME S.A. DE C.V. (El Salvador Co.) Model TM059, . (FAJUME claim they have over 90 of the rides operating world wide) It was manufactured in 2004. It has 6 carriages, each with two seats. The lapbar pivots from the floor with a locking mechanism on the right hand side of the carriage.

There appears to be an issue with wear at the point the lapbar bears on the locking mechanism. On the ride the lapbars all varied in the position at which they locked, and one lapbar could be sprung from its lock with moderate force applied.

The issue is that the lapbars were not ensuring that passengers were unable to move into a position where they were at risk of falling from the ride, or exiting before it had come to a complete stop.

The ride manufacturer's manual provides no details of the correct positioning of the lapbar. It does specify a recommended height for passengers - 42" -

There are 2 main issues:

- 1: The design/design review should be clear on the optimum locking position for the bar that corresponds to the specified height restriction.
- 2: The importance of ensuring that once the locking position has been set, the daily inspections must ensure that there is no unacceptable deterioration/excessive play.

Committee Members:- Mr. R Nichols(Chairman), Mr. Peter Smith,

Mr. Ian Grant, Mr. John Green, Mr. Phil Mitchell, Mr. Ron Dale, Mr. Mark Wolstenholme & Mr. Dave Inman

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TEL & FAX: (0191) 5239498

standards@naflic.org.uk

There are issues over design review and in-service annual examinations which we will pursue further, and obviously these rides should have the appropriate paperwork, completed by an ADIPS registered inspection body.

The enforcement expectation on any other rides found with similar deficiencies will be at least a Prohibition Notice.

I have included a sample of photographs to illustrate the problem with the bars.

This note is being copied to the NFIT team for information as there may be similar rides in other NFIT areas.

Happy to discuss

Regards

Barry Baker
Principal Inspector of Health & Safety
Entertainment and Leisure Sector &
Consumer Services Sector
Health and Safety Executive
375 West George Street
Glasgow G2 4LW
VPN 521 3052
Tel 0141 275 3052



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