

NAFLIC

National Association For Leisure Industry Certification

Standards & Related Documents Committee

TECHNICAL BULLETIN - FEBRUARY 2003

256. Miami Trip Accident

There was an accident involving a Miami Trip ride at a private function in Hanley, Stoke-on-Trent on 14 December 2002. Four people were injured, two of whom were retained in hospital overnight. Twelve other passengers remained in their seats (i.e. it was riding full).

The restraint bar is said to have come open and the machine came to a halt because of it (i.e. this was the response of the control system). We understand that the Health and Safety Executive are investigating.

The ride was one of 4 or 5 built by FGL Ltd. On this design it is believed that, so far as containment is concerned, there is a control system involving only sensing of the position of the bar. Some other manufacturers have bar and latch position sensing. Normally, according to the level of risk associated with unlocked restraints on rides which have bar position switches only, there would be secondary restraints or a requirement for a manual check of bar locking or a visual check of latch engagement.

Whatever the combination of control measures, it is obviously important that an overall level of safety integrity is achieved which is appropriate to the associated risks.

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