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## Far Fabbri Crazy Dance structure component failure

We have received the accompanying technical bulletin relating to a Crazy Dance ride manufactured by Italian company Far Fabbri. There is no indication of the exact age of the ride in question, although the bulletin states it had been in operation for approximately 15 years. Judging from the diagram the bulletin refers to a travelling version of the device.

*The information contained within is that of the manufacturer and not NAFLIC. When following the advice from the manufacturer, you are reminded of your duties and responsibilities under HSG175 regarding modifications.*

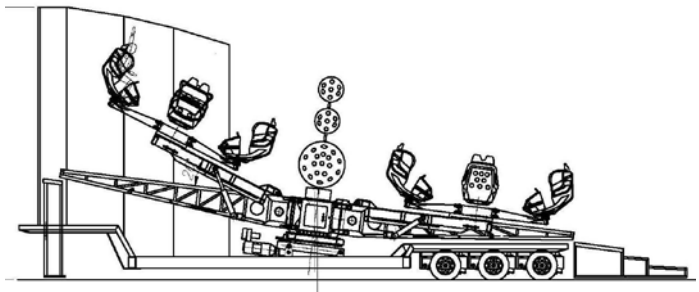
Committee Members: Mr. D Dadswell (Chairman), Mr. A Mellor (Secretary), Mr. P Smith, Mr. J Green,  
Mr. D Cox, Mr. I Davies, Mr. J Shilling & Mr. D Inman

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# TECHNICAL BULLETIN

<b>Title:</b>	<b>CRAZY DANCE</b>	
<b>Bulletin N°.</b>	13.000.01	
<b>Release Date:</b>	21 June 2017	
<b>Effective Date:</b>	Immediately	
<b>Reported by:</b>	Mr Enrico Fabbri	
<b>Ride Name:</b>	CRAZY DANCE	
<b>Manufacturer</b>	FAR Fabbri (Italy)	
<b>Type/Version:</b>	ALL	
<b>Affected Serial N.:</b>	ALL	
<b>Final Instruction:</b>	Recommended	

## DISCLAIMER

*Mr. Fabbri Enrico issues this notification for the benefit of owners of amusement rides as a service to the industry and in the interest of employees and public safety based on updated information received by third parties and related to manufacturers out of business. We recommend the users to evaluate in an independent way the published material with the help of professional advice in order to foresee any possible legal, normative, civil and penal specific consequences. Although the information and the data here published are obtained from sources that are considered reliable, we do not supply any guarantee about their accuracy and entirety. We do not accept any responsibility/liability for possible damages resulted from the use, misuse or not use of any information contained in this document. Mr. Enrico Fabbri is not a professional engineer.*

## UPDATED INFORMATION ABOUT FAR FABBRI SRL

*We inform you that the original manufacturer FAR Fabbri Srl, Via Giovecca 1008, 45032 Bergantino (RO), Italy, is out of business. On the base of the European standard EN-13814, the owner of the ride replaces the manufacturer in all the duties and responsibility related to any technical update of the equipments.*

## ABSTRACT OF ISSUE

Cracks of main structure of steel structure holding the passenger's vehicles.

## REASON FOR RELEASE

### BACKGROUND

We have been informed that a steel structure of the "satellite" which holds the passenger's vehicles relates to the equipment named "Crazy Dance" has broke down near vehicle connection. Results are that passenger's vehicle was almost completely detached. Failure of any of these structural components could results in serious injury passengers, employee and bystanders.

## ANALYSIS

We have not been able to see the parts, however based on the photos and information received, we point out:

- (a) The attraction was in operation for approx. 15 years
- (b) Cracked surfaces show strong evidence of rust, meaning that cracks in steel were in action since long time
- (c) Fresh cracked surfaces (the one in shiny color in the picture) show that at the moment the structure collapsed only a very small portion of the steel section was remaining
- (d) Steel parts were painted in black color (more difficult to see cracks on materials)

These conditions can be the results of excessive stress generated during the operation of the Equipment. We also remind that operators should not let the Main Plate and the Satellites run over the maximum speed limits established in the original manual instructions, furthermore the direction of rotation of the Main Plate should be always opposite of the direction of rotation of the Satellites.

*Here enclosed some photos of the damaged components*



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## ACTION TO BE TAKEN

Base on our experience, we recommend all owner/operators of the above equipment to evaluate these information and any of these possible actions, or any additional actions, with a local professional Engineer.

1. **Immediately:** Visual inspection of these components; then a weekly visual inspection
2. **As soon as possible:** Non Destructive Test (NDT) of these components, as minimum every three year if the equipment has less of 10 years in operations; Non Destructive Test (NDT) of these components, as minimum every year if the equipment has more than 10 years in operations
3. **Monthly:** Check of the maximum speed of the Main Plate and Satellites
4. Any additional inspection of other components related or joint to these parts

## **FUTURE ACTION TO BE TAKEN**

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It is our opinion that these components are subjected to heavy alternative stress, therefore the resistance to fatigue is less than 35.000 hours. For this reason we believe that owners/operators should consider to replace the "Satellites" after 15 years of operation. The repair of such heavily cracked steel structure, for example by re-welding the pieces together, is here strongly not recommended.

## **ADDITIONAL INFORMATION**

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### **PREVIOUS BULLETINS**

As a reference, see also other safety or technical bulletins here enclosed, issued in the past, that could be related to the same equipment or component.

### **CARE DURING WORKS ON THE EQUIPMENTS**

1. All work must be performed by qualified personnel, capable of understanding the function of the parts and their proper installation. Use only those components authorized, specified or provided by reliable and professional supplier. All applicable local standards and safe industry practices must be observed.
2. If you purchase any steel components made sure that these components has certificate of quality of steel and NDT welding inspection if required by original design or if recommended by the supplier or by owner/operator engineer. These certificates should be added to the equipment Logbook (Device-log).
3. Once all new, or repaired, or modified components are installed, we suggest that a professional engineer inspect the overall procedure with a final test. Documentation about assembling and test should be added to the equipment Logbook (Device-log).
4. Observe all safety information contained in the manufacturer's manual. Make available this bulletin and all related technical information to the operator the Equipment.

### **WE ALSO REMIND YOU THAT**

Based on European Standard EN-13814 and based on International Standard ISO-17842 a local independent professional engineer should inspect and certify the Ride, as minimum, one yearly basis. These inspection are often suggested by the majority of professional manufacturers. Report of this inspection shall be filed in the equipment Logbook (Device-log).

### **DRAWINGS**

Find here enclosed drawings for the sole purpose of correct identification of the components.

### **OTHER LANGUAGES**

For any interpretation, the English version is considered to be the official one

Issued by:

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