



Venture
Ride Mfg., Inc.

JERRY L. BARBER, President
WAYNE P. COMSTOCK, Vice-Pres.

May, 1987

MFG: VENTURE RIDE MFG., INC.
NAME: SCAT
TYPE: NON-KIDDIE

Dear SCAT Owner:

Please add the following information to your SCAT manual. All of you operators and maintenance personnel should be intimately familiar with this information.

The information supplied consists of the following:

- Serial Number and Ten Year Overhaul
- Special Safety Information
- Special Cautions, Personal Conduct, Avoiding Law Suits
- OABA Safety Suggestions
- ASTM Owner/Operator Responsibility: Operation
Maintenance
Inspection
- Inspector Guidelines
- Guidelines for Operator Selection and Instruction
- Operational Load Testing
- Associations
- SCAT Safety Bulletins

Please give us a call if you have questions about any of the attached information.

Wishing you a safe and successful season!

Jerry L. Barber
President

CERTIFIED MAIL/RETURN RECEIPT

SPECIAL SAFETY INFORMATION: SCAT

Make certain that riders keep their feet on the floor when the ride is in operation.

There is a gooseneck at the base of the SCAT sign. Make certain that it is rotated 180 degrees so that the SCAT sign is the farthest distance possible from the tubs.

Caution your operators not to get hit by a tub while on the loading platform.

You should have a safety chain across the entrance. Make certain that it is in place and used when operating the ride.

Assemble and disassemble and do maintenance on the ride with the electricity turned off.

When raising and lowering the rear tub, never get in a position where, if a tub should fall, someone would be hit by the tub.

Properly torque all three (3) main bearings (see bearing instructions). Be certain to torque the top and bottom rings. Should any of the three make a noise or break a bolt or, if you notice anything out of the ordinary, cease ride operation and contact the factory.

Make certain that safety keepers are on the output shaft of the three (3) gearboxes to prevent a tire from flying off the ride, should a taper lock bushing become loose.

Weekly inspect for any structural steel cracks.

Should a tub ever touch the gooseneck while operating the ride, contact the factory as modifications are necessary to increase the clearance distance.

Daily check the two (2) big hinges on the main arm for any cracks. These two (2) big pins are critical. They must be replaced only with high strength special steel pins supplied by the factory.

Properly ground the ride.

When erecting and dismantling the ride, be careful not to drop the overhead lights on anyone.

SCAT: SPECIAL SAFETY INFORMATION (CONTINUED)

Make certain that there is adequate fence clearance around the ride.

Make certain that the main arm is pinned down during transit at both places in the rear and at both places in the front. Failure to do so could damage the center bearing.

Make certain that the outriggers are properly secured to the trailer to prevent accidental opening while traveling down the highway.

On the rear tub, fold the four (4) seat sections all the way in (at 180 degrees) for proper clearance when going down the highway. Fold them in prior to loading the lights. If only folded in 90 degrees, the ride is approximately 14' high.

Make certain that the main lead cable is properly secured before going down the highway.

Make certain that the tubs are properly secured to prevent rotation before going down the highway.

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JERRY L. BARBER, President

July 11, 1983

PLEASE ADD TO YOUR SCAT MANUAL

TO ALL SCAT OWNERS:

Because of the motion and speed of your SCAT ride, there is enough centrifugal force to hold the riders against the cage. It is possible for a rider to try to climb up the side of the cage, lean out and suffer serious injury.

Enclosed are some signs to place inside the tubs, on the straight side, telling riders to keep their feet on the floor at all times. Additionally, we recommend that you tell your operator to keep watch on the passengers and, if at any time they see someone attempt to take their feet off the floor, to stop the ride immediately. This should be a standard procedure and would be an extra precaution to prevent any accidents.

Sincerely,

Jerry L. Barber
President

JLB/md

ATTENTION SEAT OWNERS

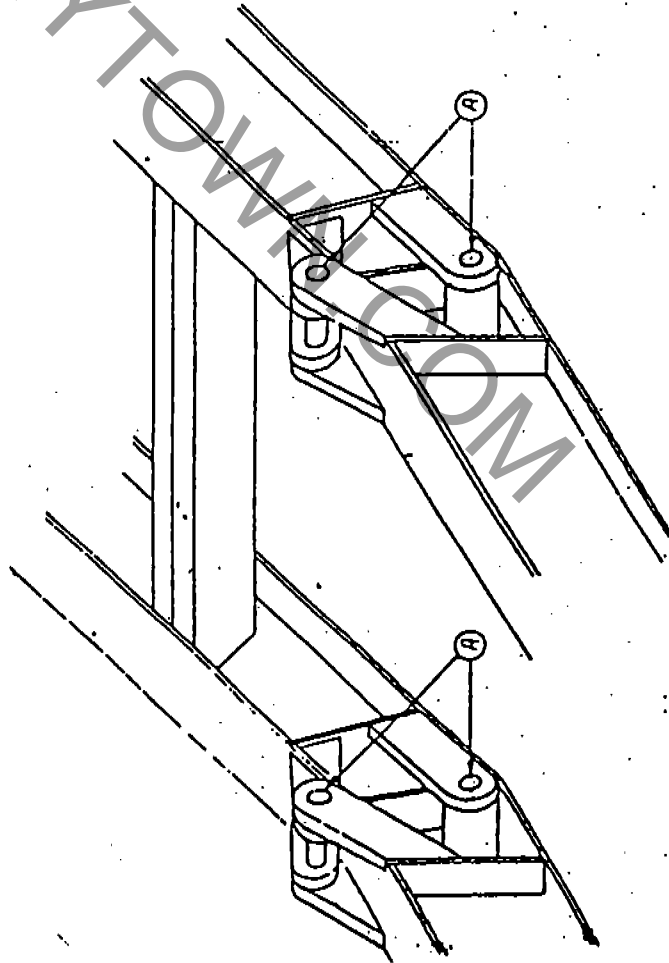
THE MAIN ARM HINGE PINS (FIG. A IN THE ILLUSTRATION) ARE MADE FROM STRESSPROOF STEEL (MIN. YIELD 90,000 PSI). IF THESE PINS EVER NEED TO BE REPLACED, THE SAME TYPE MATERIAL MUST BE USED.

Do NOT Use MILD STEEL PINS!

PLEASE ATTACH THIS TO YOUR SCAT
MAINTENANCE MANUAL FOR
FUTURE REFERENCE.

SENT TO ALL EXCESS SEAT OWNERS BY CERTIFIED
MAIL 9-3-76.

SENT TO ALL STATE SAFETY BOARDS 9-3-76



VENTURE RIDE MFG, CREEK, S.C.			
DRAWN	DATE	SCALE	RECD
SHW			
PART NUMBER			REV
			001

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