

MFG: ZAMPERLA, INC.
NAME: GALEON

 **ZAMPERLA**

 **GALEON**

CARINYTOWN.COM

VIONIO ZAMPERLA Srl

via M. Grappa, 15/17

5077 ALTAVILLA VIC. (VI)

tel. 0444 - 981133 Tlx. 431088 ZAMPER I

ZAMPERLA INC.

49 Fanny Road

PARSIPPANY N.J. 07054 U.S.A.

Tel. (201) 334 8133 Tlx 642286 ZAMPERLA EBRN

8 - Green button "START"

Press it to start the automatic cycle :

- the safety bars are closed
- the main motor is started and the boat swings
- after the preset time (pos. 4) braking is started
- when the boat is at a standstill the safety bars are opened.

2 - b - CONTROL BOARD (fig. 1/A)

1 - Reset red light button

Press it when power has been interrupted, or when the "EMERGENCY" button has been pressed (fig. 1 - pos. 5).

NOTE: The warning light built into the button is energized when it is necessary to press is for one of the two reasons mentioned above. The warning light (fig. 1 pos. 1) on the control panel has the same function.

2 - Speed potentiometer

It adjusts the maximum operating speed, and consequently the swinging amplitude.

1 - c - REGULAR CYCLE (Starting)

1 - Set all switches "On" (I) .

2 - Press the button (1 fig. 1/A) in the control board.

3 - Select the desired speed on the potentiometer (2 fig. 1/A).

4 - Shut the control board.

5 - Go to the control panel (pushbuttons).

6 - Set the desired time (1 + 3 minutes) on the timer (4 fig. 1) .

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1 - OPERATION

1 - a - CONTROL PANEL (fig. 1)

1 - Red warning light. When it is on, press the reset button (fig. 1/A - pos. 1) in order to start the operating cycle.

2 - Black button "DOWN"

Keep it pressed to release the boat from the contact wheel, and let it swing.

3 - Yellow button "ALARM"

Press it to operate the starting sound signal.

4 - Timer

With the roundabout in stop position (before starting), the timer sets the time of the automatic cycle: recommended adjustment 1 + 3 minutes. After the preset time the stopping cycle is started.

5 - Red mushroom button "EMERGENCY"

The button remains down when pressed. Turn it clockwise to reset it.

It produces the emergency stop of the roundabout (with mechanical brake).

6 - Red button "STOP"

Press it for end of automatic cycle with regular stop.

7 - Blue button "OPEN"

Press it to open the safety bars when the boat is stopped midway.

NOTE : When button 5 is pressed, this button opens the bars no matter where the boat is. Therefore this button must be operated cautiously when the "EMERGENCY" button has been pressed (pos. 5).

8 - Green button "START"

Press it to start the automatic cycle :

- the safety bars are closed
- the main motor is started and the boat swings
- after the preset time (pos. 4) braking is started
- when the boat is at a standstill the safety bars are opened.

2 - b - CONTROL BOARD (fig. 1/A)

1 - Reset red light button

Press it when power has been interrupted, or when the "EMERGENCY" button has been pressed (fig. 1 - pos. 5).

NOTE: The warning light built into the button is energized when it is necessary to press it for one of the two reasons mentioned above. The warning light (fig. 1 pos. 1) on the control panel has the same function.

2 - Speed potentiometer

It adjusts the maximum operating speed, and consequently the swinging amplitude.

1 - c - REGULAR CYCLE (Starting)

1 - Set all switches "On" (1) .

2 - Press the button (1 fig. 1/A) in the control board.

3 - Select the desired speed on the potentiometer (2 fig. 1/A).

4 - Shut the control board.

5 - Go to the control panel (pushbuttons).

6 - Set the desired time (1 + 3 minutes) on the timer (4 fig. 1) .

- 7 - Press the "START" button (8 fig. 1)

NOTE : This operation produces closing of the safety bars. In this phase the cycle can be stopped by pressing "Stop" (6 fig. 1). In this case it is possible to start from point 7 again, or press "OPEN" (7 fig. 1) and open the bars.

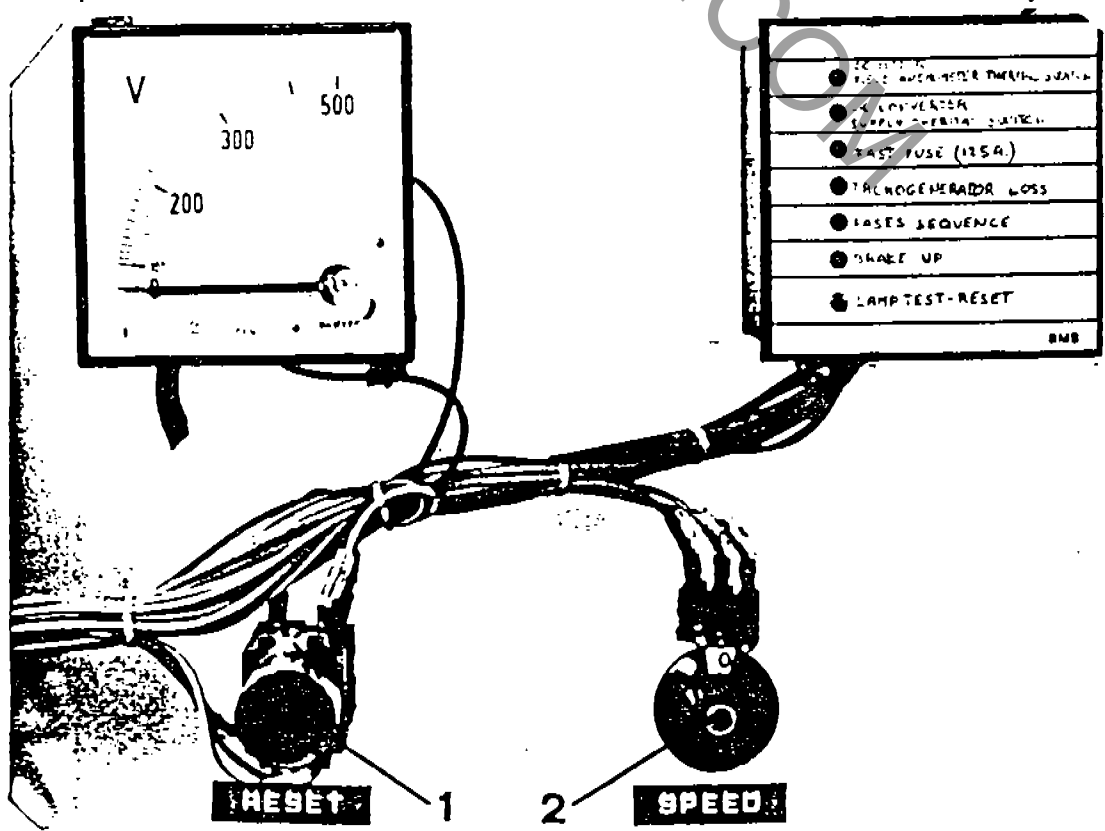
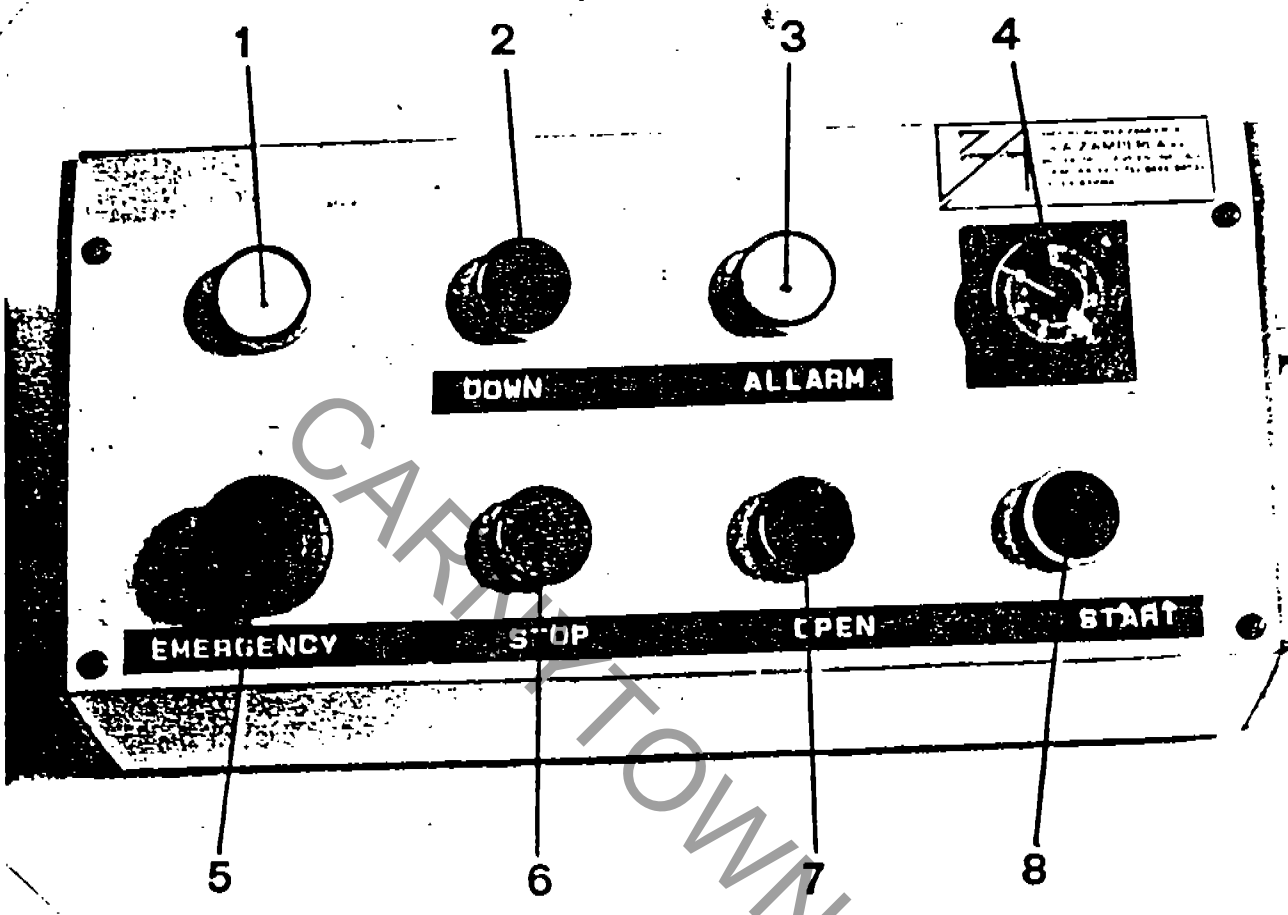
IMPORTANT : When starting the roundabout (every day) repeat the opening and closing operation 3 or 4 times to make sure that the safety hydraulic circuit is full and ready to be operated.

- 8 - The boat starts to swing automatically until max. oscillation is reached.

NOTE : In this phase it is possible to adjust the speed by means of the potentiometer (2 fig. 1/A), before the timer (4 fig. 1) has reached the scale bottom (zero).

- 9 - When the roundabout has stopped, the bars open automatically.
- 10 - Start the cycle from point 7 again; from point 6 if a time change is desired; from point 3 if max. height change is desired.
- 11 - For night closure switch all buttons "Off" (0) inside the control board, and open the air tap under the tank to drain the condensate and blow off the air.

FIG. 1



2 ADJUSTMENTS

2.1 MOTOR

- a) HEIGHT. The height of the driving wheel can be adjusted with the screw (1 fig. 2). The optimal position is obtained when the driving wheel never slips during operation. This also depends on the wear of the tread (see also chapter 3).
- b) MAX SPEED. As already mentioned, maximum height reached by the boat depends on adjustment of the potentiometer (2 fig. 1/A) located inside the control board.

IMPORTANT : Never tamper any potentiometers on the motor control unit.

2.2 EMERGENCY BRAKE

- a) MICRO-CONTACT. When the brake is down the micro-contact must be free.
- b) BRAKING ACTION. To increase or decrease the braking action, tighten or unscrew the nut (2 fig. 3) to load or unload the spring (3 fig. 3) acting on the braking lever (4 fig. 3).

2.3 PRESSURE

a) AIR

- Reserve pressure (tank) from 5 to 8 Kg/sq. cm. It is to be read on gauge (1 fig. 4).
- Operating pressure from 3 to 5 Kg/sq. cm. It is to be read on gauge (2 fig. 4), and it can be adjusted on the reduction unit panel (3 fig. 4).

- b) TYRE OF THE DRIVING WHEEL. The pressure in the tyre (2 fig. 2) of the driving wheel must be 6 to 9 Kg/sq. cm.

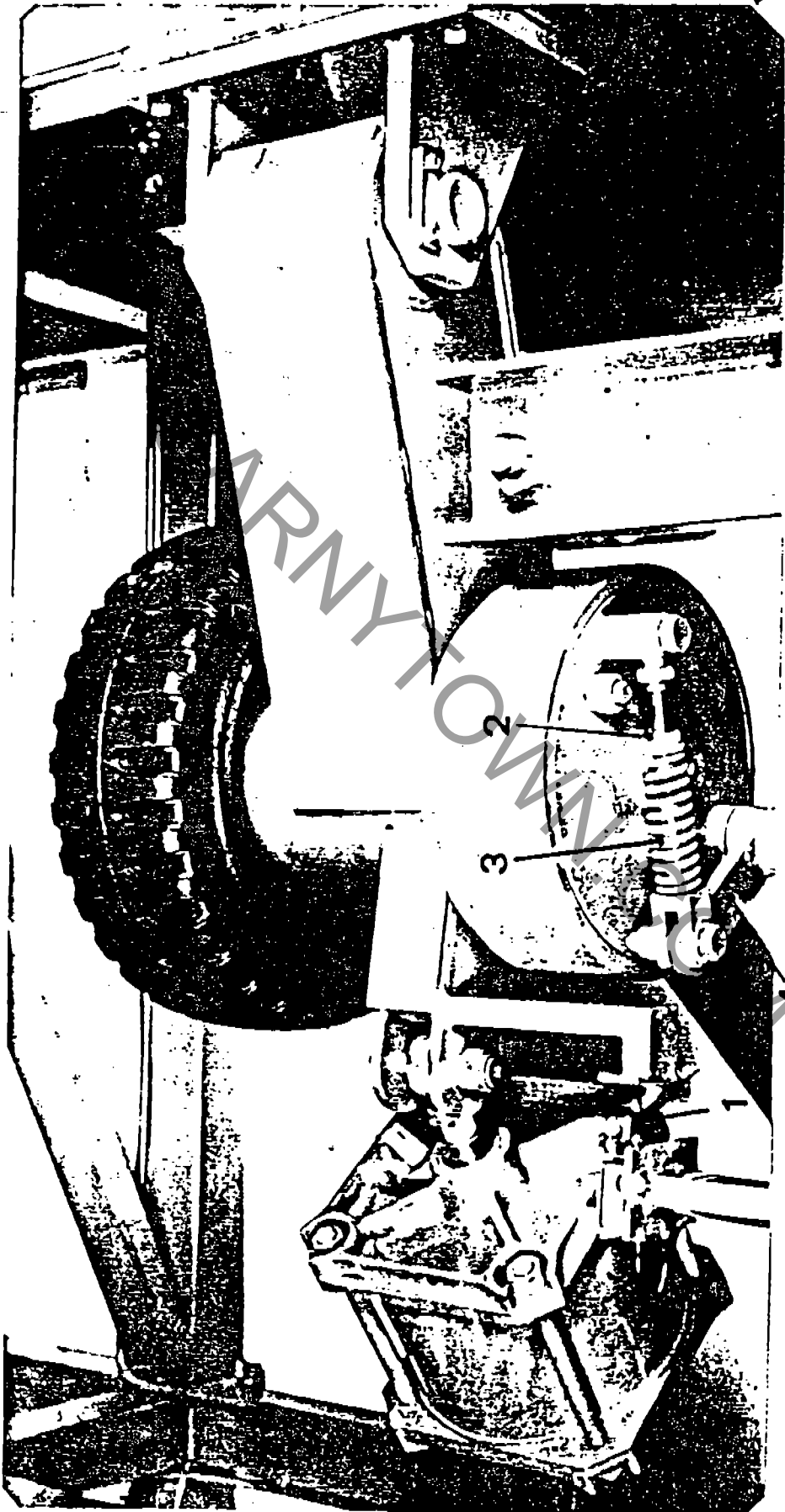


FIG. 3

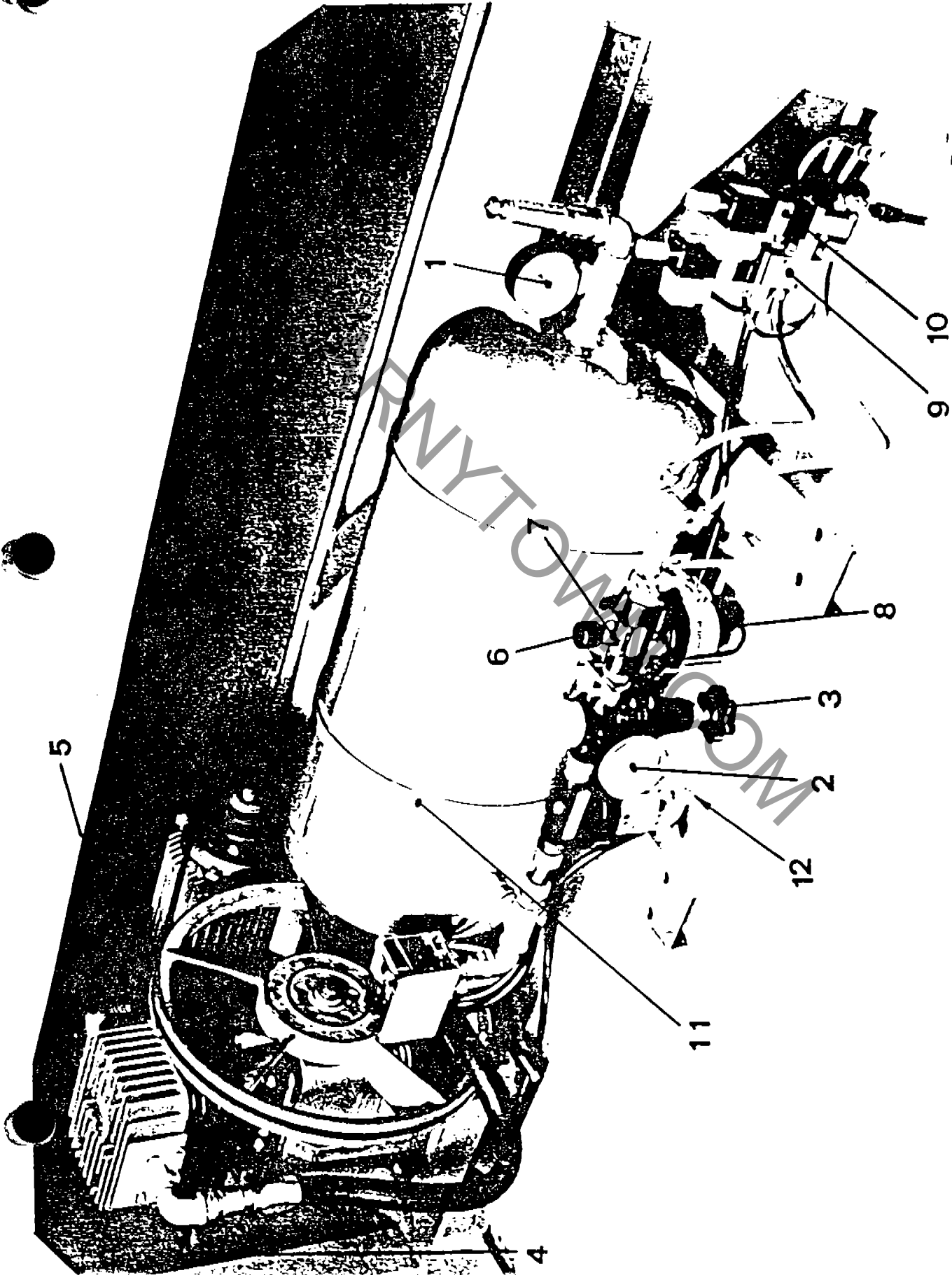


FIG. 4

c) OIL. The oil pressure operating the safety bars is to be read on the gauges located on the control board in the quarter-deck of the boat. The operating pressure (1 fig. 5) should be 25 to 35 Kg/sq. cm. The pressure can be adjusted by turning the knob (2 fig. 5) of the pressure reducer. For setting, keep open one or more bars after pressing the start button.

Locking pressure (3 fig. 5) 100 to 120 Kg/sq. cm.. The pressure can be adjusted by turning the stud bolt under the cap (4 fig. 5). For accurate setting let the pump turn for a few minutes, and adjust while the motor is running.

NOTE : To open the bars in case of black-out, pull the rod (5 fig. 5) and locate it as per fig. 5 (usually the rod must be in closed position in the direction of the arrow).

ACCUMULATOR (6 fig. 5)

The accumulator is of the nitrogen preload type. The preloading pressure should be 40 to 45 Kg./sq. cm.

d) AIR LUBRICATION

After adjusting the operating pressure, set air lubrication as follows :

- By pressing 7-8 times the "DOWN" button (2 fig. 1) an oil drop should be seen going through the window (7 fig. 4).
- Adjust if required by turning the knob (6 fig. 4) on top of the window.

NOTE : The oil in the cup should be clean and fluid, appropriate for sliding parts (for instance hydraulic oil).

IMPORTANT : this adjustment is necessary every time the oil type is changed. If excess oil is noticed near the electric valves (9-10 fig. 4) adjust oil feeding again. The same should be made if there is no oil at all.

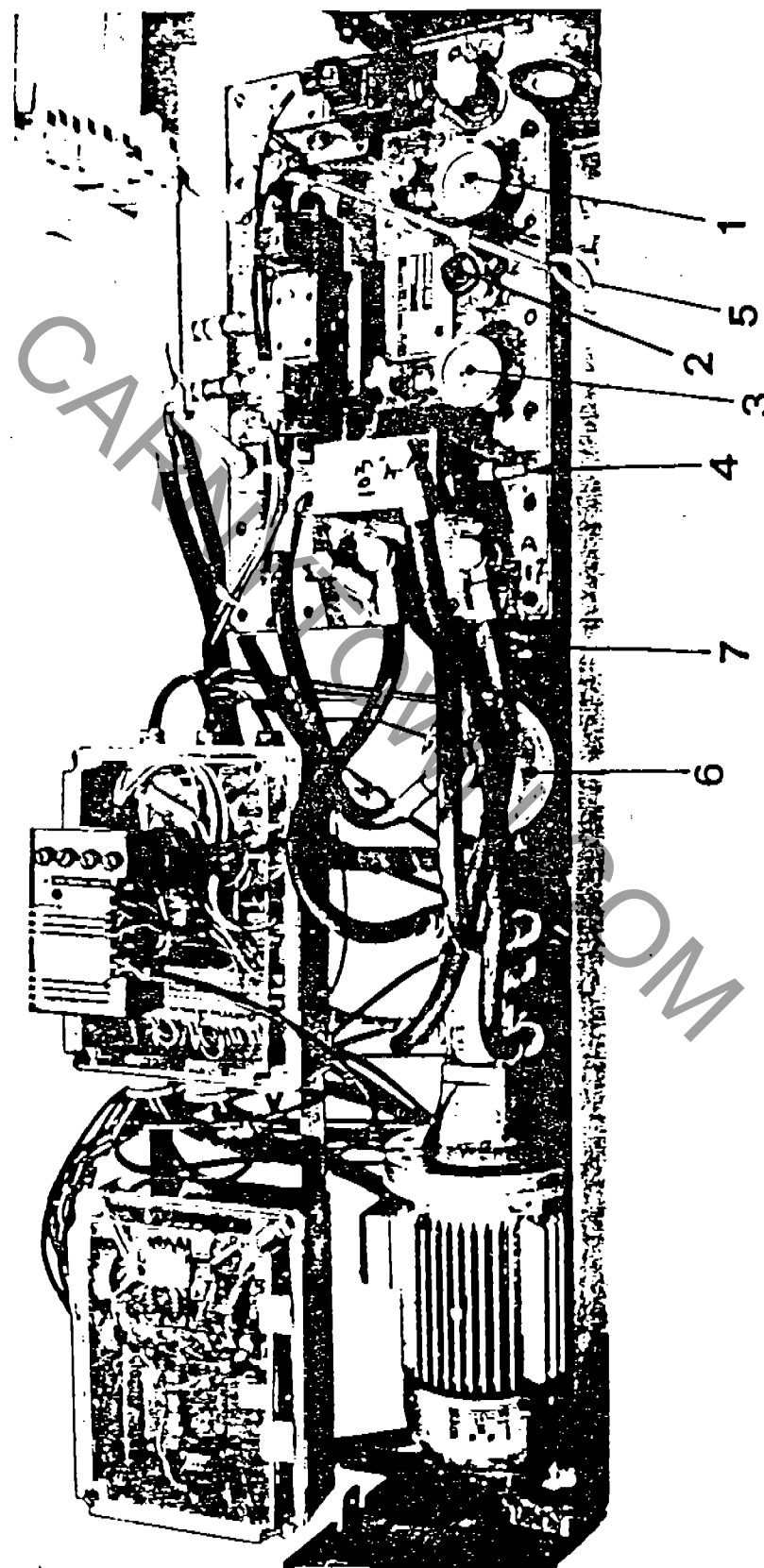


FIG. 5

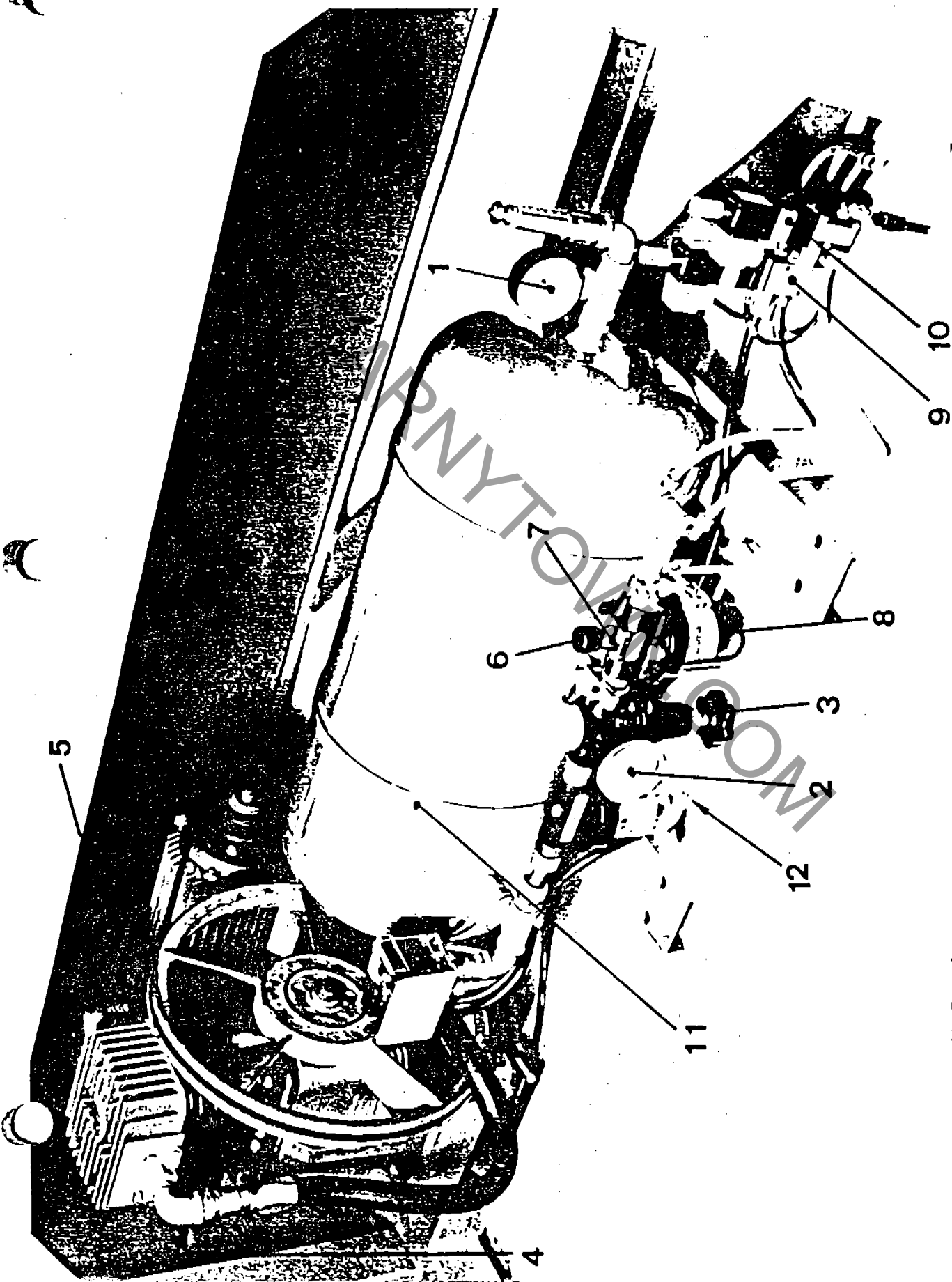


FIG. 4

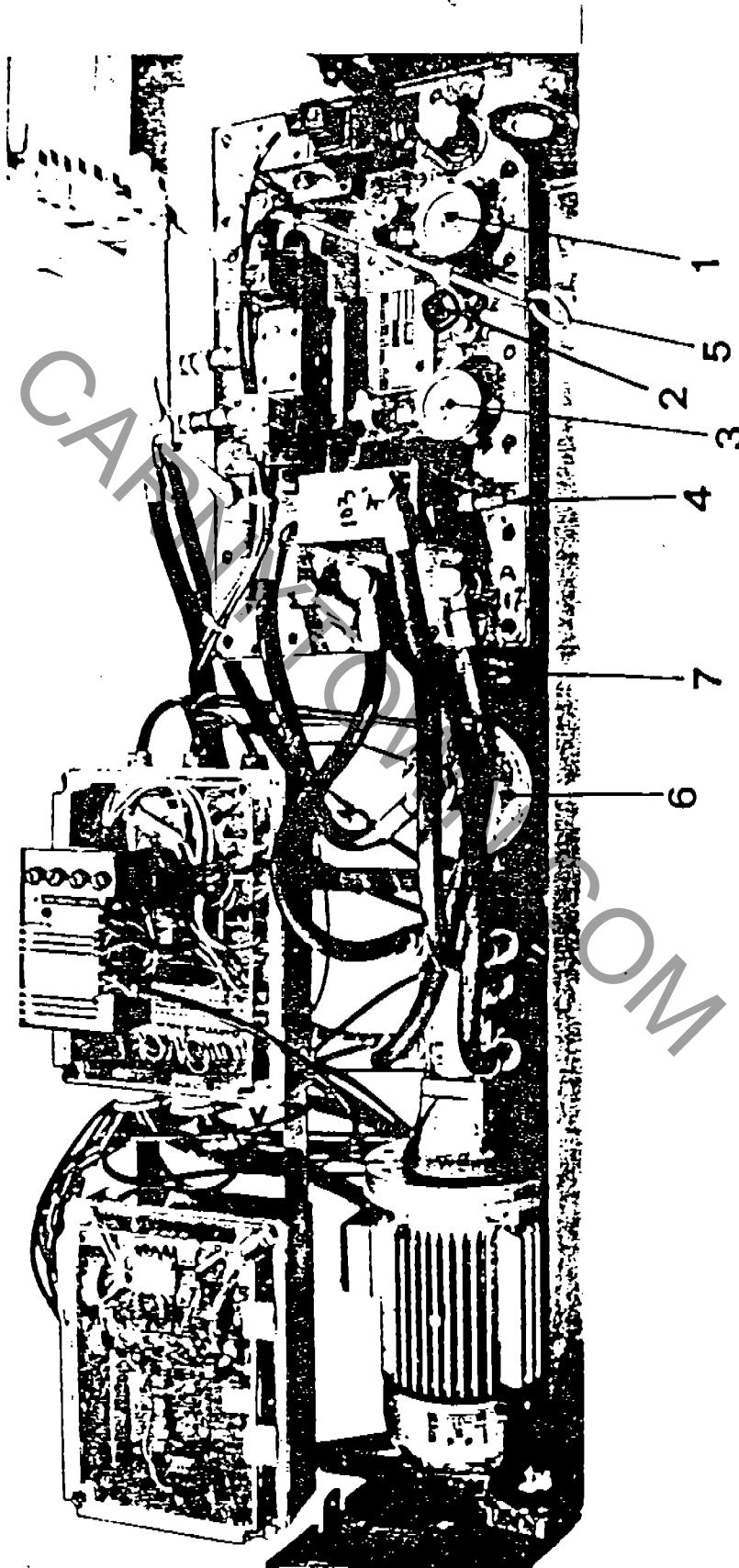


FIG. 5

3 MAINTENANCE

3 . 1 AFTER THE FIRST INSTALLATION

- Check :
- Oil level in the closing unit (7 fig. 5)
 - Oil level in the compressor (4 fig. 4)
 - Oil level in the driving wheel reduction unit (3 fig. 2)
 - Good condition of the air filter (4 fig. 2)
 - All required connections.

If there are any defects, restore regular condition before further operation.

3 . 1 EVERY DAY

- a) Check that the driving wheel is in regular condition (see adjustments), that the tread is sufficient, and that the locking bolts are not loose (5 fig. 2).
- b) Check visually that the safety bars are in good condition and working regularly (see OPERATION - before allowing public access, carry out 3 or 4 maneuvers of opening and closing).
- c) At night closure: unload air from the tank after setting all switches OFF (0), by means of the tap on the tank (11 fig. 4).
Tighten the knurled ring nut (12 fig. 4) until the condensate is drained and tighten the ring nut again by hand.
After draining, close the tap again.

3 . 3 EVERY WEEK

- a) Check the oil level on the control unit (7 fig. 5) in the quarter-deck.
- b) Check that there is oil in the lubricator cup (7 fig. 4).

3 . 4 EVERY MONTH

- a) Check that all anchoring points of the boat and relevant structures are in good conditions.
- b) Check the oil level of the compressor.
- c) Check and clean the air filter on the suction side of the compressor (5 fig. 4).

- d) Check and clean the air filter of the main motor (4 fig. 2).
- e) Check wear of the motor brushes^t and of the speedometer dynamo:
1 aligned with the motor (Fig. 2), and 1 on top (1 fig. 6).
- f) Check the tension of the chain (2 fig. 6), and adjust it by means of the chain stretcher (3 fig. 6).
- g) Check oil on the reduction unit (5 fig. 6).
- h) Check wear of the brushes (4 fig. 6).
- i) Check correct operation of emergency opening.
- l) Feed grease into the ball bearings by means of relevant nipples (8 fig. 6).

3 . 5 EVERY THREE MONTHS

- a) Replace the oil in the compressor.
- b) Check the oil level in the reduction unit (3 fig. 2).
- c) Check bolting of structures and anchoring to the ground.
- d) Check the micro-contact (1 fig. 3).
- e) Check the micro-contact (6-7 fig. 6).
- f) Check that adjusting ring nuts of ball bearings are tight (9 fig. 6).

3 . 6 EVERY YEAR

- a) Check the conditions of the structures and bolts.
- b) Check the electric equipment, the pneumatic and hydraulic system (wear of cables, pipings, etc.).
- c) Check all electric connections (oxidation, insulation, etc.)
- d) Check all electric contacts (particularly those which are most used, such as the control panel).

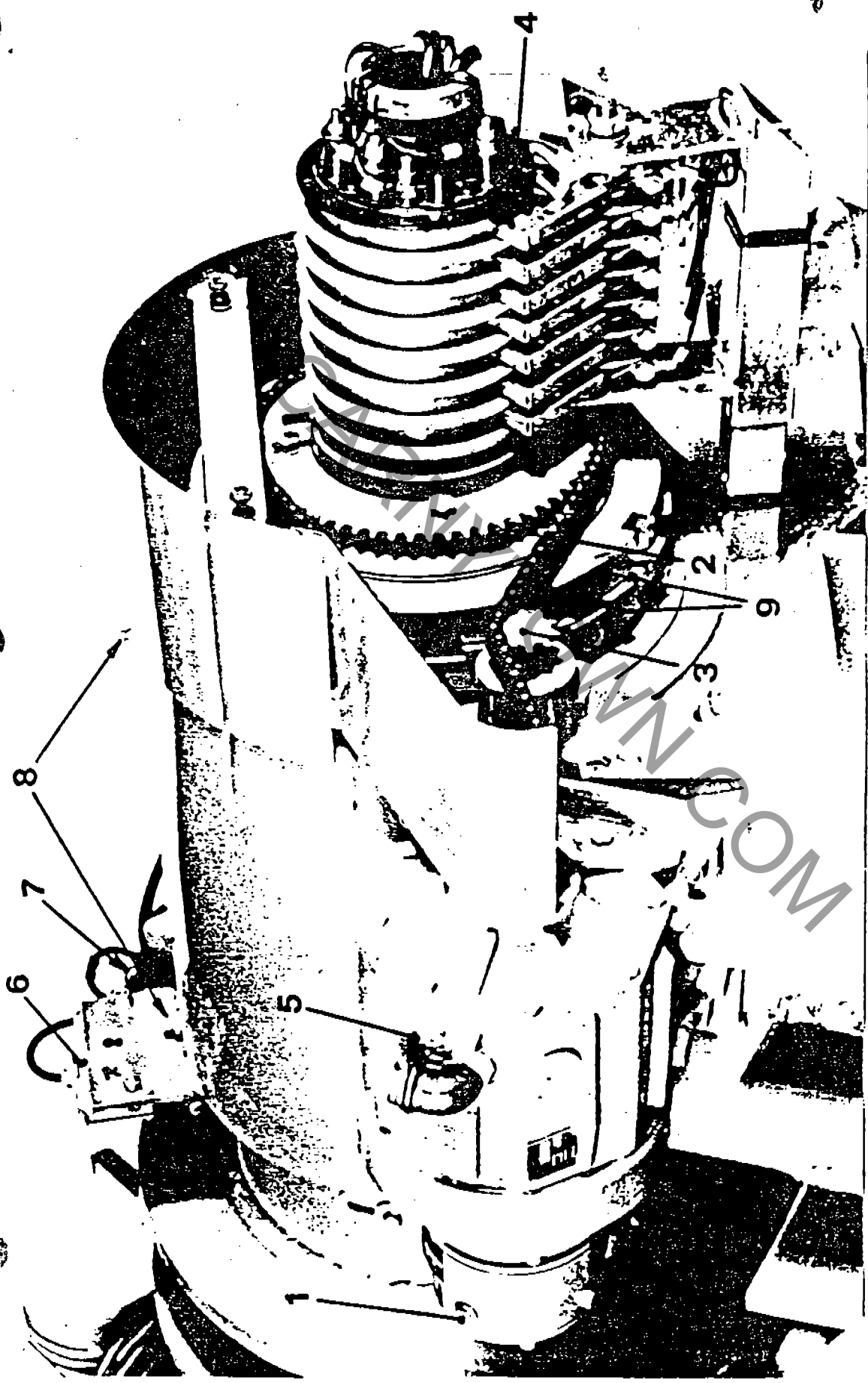


FIG. 6



ILLINOIS DEPARTMENT OF LABOR

George H. Ryan
Governor

Robert M. Healey
Director

MEMORANDUM

DATE: November 19, 1999
TO: All CARES Members
FROM: Carl Kimble ✓
RE: Zamperla Galleon Rides

The attached memo describes a problem which I think you should be informed of.

The park owner notified us after he found the problem. Our investigation revealed that this is the second occurrence of this problem. Both occurrences involved Zamperla Galleons that were manufactured in the mid-eighties and are in fixed parks in the Chicago area.

I do not know how pervasive this problem is, but wanted you to be aware of our findings.

CK:rh
Enclosures

cc: J. DeMarco

Author: Chuck Drager at DOL01601
Date: 11/09/1999 1:09 PM
Priority: Normal
TO: Carl Kimble at DOL08401
Subject: Memo on Galleon

Message Contents

Hi Carl. It was brought to our attention on Thurs. Nov. 4 1999 by [REDACTED] of a potential problem with one of his rides. The Galleon, purchased from Zamperla in approx. 1985 was found to have significant rotting of the galvanized tubing that holds all fiberglass in place. The damage seems due to excessive exposure to moisture in the hull. The only way to detect this problem is to remove the seats and pull up the flooring. There is an inspection plate which allows access to the hydraulics but the problem can not be detected unless the entire floor is removed. Upon further inspection, the framework, which is braced down to the center beam was found to be in acceptable condition. [REDACTED] plans a repair that includes a replacement of all tubing with stainless steel tubing, also drain holes drilled to prevent moisture buildup within the hull.

If this problem is not addressed, the hull would eventually delaminate causing a much higher cost in maint and a possible safety issue. I will be bringing pictures of this ride to Springfield on Nov. 17

Chuck