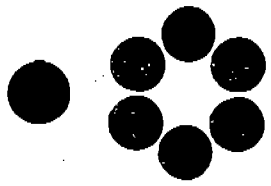
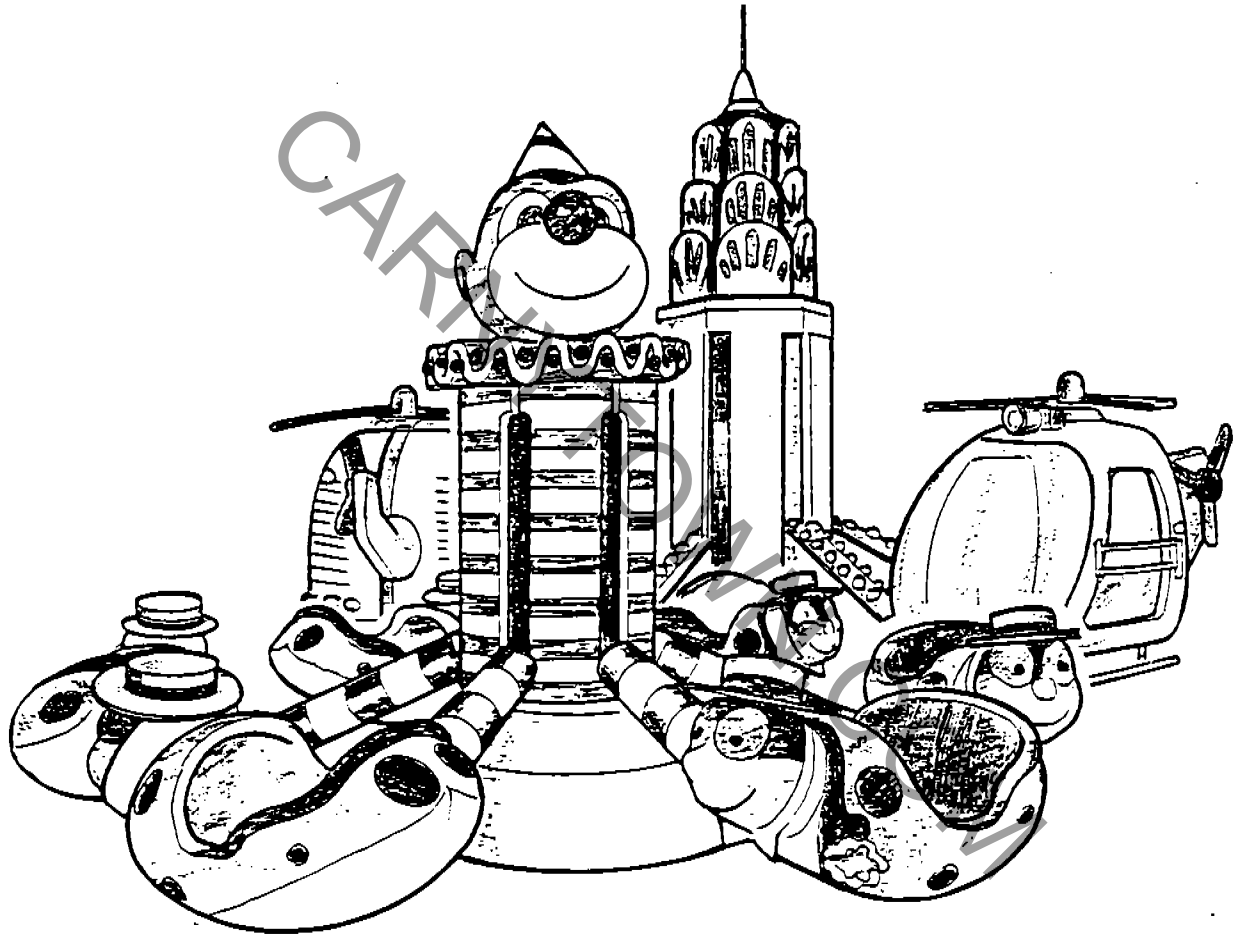


MFG: ZAMPERLA
RIDE: CLOWN AROUND



ZAMPERLA

AMUSEMENT RIDES MANUFACTURERS



CLOWN A ROUND MANHATTAN

- USE AND MAINTENANCE
- USO E MANUTENZIONE

-
- SPARE PARTS CATALOGUE
 - CATALOGO RICAMBI

Technical Specifications Clown Around

Type of ride:

Horizontal rotating vehicles. Vehicles are attached to arms which are lifted hydraulically.

Number of seats:

12 (6 vehicles of 2 seats).

Maximum total rider weight:

900 KG./ 1984 LB. (150 KG. / 330 LB. per vehicle)

Minimum rider height unescorted:

105 CM. (42 IN.).

Loading:

All seats simultaneously.

Maximum imbalance:

6 children.

Direction of travel:

Clockwise

Maximum ride speed:

6 RPM.

Recommended ride duration:

2 Min.

Hourly capacity:

300 riders.

Operators:

1 for loading and operation.

Maximum ride weight:

1.3 Tons.

Power total:

3 KW.

Power drive system:

1.5 KW. (pump), .75 KW. (motor)

Power lighting:

.8 KW.

Voltage:

220V (3 phase with neutral).

Current:

18 amps.

Leadline recommended:

Five conductor # 14 AWG minimum.

Drive system:

3 phase AC motor with fluid clutch.

Safety system (electrical):

Ground fault circuit breaker. An operator keyswitch. An emergency stop switch on the control panel.

Safety system (passengers):

Manual latching seat belts.

Set up time (trailer):

Four hours, two people.

Special tools required:

None

Emergency systems:

E-stop switch.

Operation:

The keyswitch is turned on. The start push button is pressed. The ride rotates. The arms raise and lower several times. When the ride timer times out, the ride stops rotating and the vehicles all lower to the load/unload position.

Maintenance:

Routine Greasing of the main bearing and gear. Grease fittings are strategically located on the frame for this purpose. Periodic draining and refilling of the gear box. Check instruction manual for details.

Recommended Inspection:

Daily inspection of all drive components such as gear, belts, pulleys and moving components. Check fluid level in fluid clutch. Daily inspection of safety devices such as seat belts. Routine inspection of all ride components such as frame, lifting arms, vehicle attachment, seats and all welds. Routine fiberglass inspection.

CARNYTOWN.COM

DAILY RIDE CHECKLIST

Clown Around

Date _____ - _____ - _____

Technician _____

Ride Serial Number _____

1. Vehicle inspection

- A. Inspect seat belts and mounting hardware for security and defects.
- B. Inspect fiberglass, lighting and all associated hardware.
- C. Inspect all vehicle attachment bolts for security and defects.
- D.

Comments _____

2. Sweep inspection

- A. Inspect all sweep mounting hardware to the center.
- B. Inspect all lighting and replace as needed.
- C.

Comments _____

3. Center inspection

- A. Inspect all hoses, valves and fittings for leaks.
- B. Inspect the commutator rings, fittings, hardware and brush assemblies.
- C. Check the wiring for insulation and connection security.
- D. Inspect drive belts, braking system and brake surface.
- E. Inspect the main gear and pinion gear. Grease as needed.
- F. Inspect the gearbox oil level and check for leaks. Fill as needed.
- G. Inspect the fluid clutch oil level and check for leaks. Fill as needed.
- H. Grease the main bearing as needed.
- I. Inspect all welds.
- J.

Comments _____

4. Ride Operation

- A. Operate the ride and check all control functions.
- B. Check that the keyswitch prevents the ride from starting.
- C. Check the E-Stop operation
- D. Test that the timer is working correctly.
- E. Test all automatic and manual functions.
- D. Test the ride RPM.
- F. Listen for any unusual noises and attempt to locate source.
- G.

Comments _____

Refer to the Zamperla instruction manual for full details.

PREVENTIVE MAINTENANCE

Preventative maintenance is the best assurance for a successful operation.

The ride operator should clean and inspect the ride daily. Lubrication should be performed at recommended intervals.

MAINTENANCE-FIRST TWO WEEKS OF OPERATION

The ride has been completely serviced and tested before leaving the factory, however, during the first two weeks of operation, the ride operator should be especially observant and watch for possible hydraulic leaks, etc. During the first two weeks, all bolts and nuts should be checked daily for tightness. After the first two weeks, they should be checked at least monthly.

TROUBLESHOOTING PROCEDURE

Prior to calling for factory help on a ride having problems, certain things should be done a head of time.

- 1 Have ride serial number and name available.
- 2 Have manual ready to use as reference.
- 3 If ride was formerly owned-by who (company records will after show changes made to ride by previous owned).
- 4 Have same person make all calls and be sure to get name of person he is speaking to at the factory. All calls should then be made to that person.
- 5 Have telephone number ready that you want return calls made to.
- 6 Have shipping instructions ready to give, such as how, when, and where to ship parts.
- 7 Have list of alternations, modifications or kits that ride may have.
- 8 Have person make call that is familiar with problem and can describe symptom of ride problem, such as, was the problem a gradual thing, did it suddenly quit, are any sounds occurring that are not normal, does the problem occur continuously or is it intermittent, does the ride run one direction only, does the ride run but has no braking and etc.
- 9 Many times the problem that will completely stop a ride from working will be one of many simple things that are forgotten or overlooked when a person starts to look for what appears to be a mayor brekdown.

Listed on the following chart are many of the items that may cause this, as well as all items that should be checked before any calls are made to the factory. Check over this chart and determine if it could be any of them. It may save several expensive phone calls or a more expensive visit by a factory representative, as well as valuable time.

MANUTENZIONE PREVENTIVA

Una manutenzione preventiva è la migliore garanzia per una operazine di successo.

L'operatore dovrebbe ispezionare e pulire la giostra giornalmente. Eseguire la lubrificazione come da intervalli raccomandati.

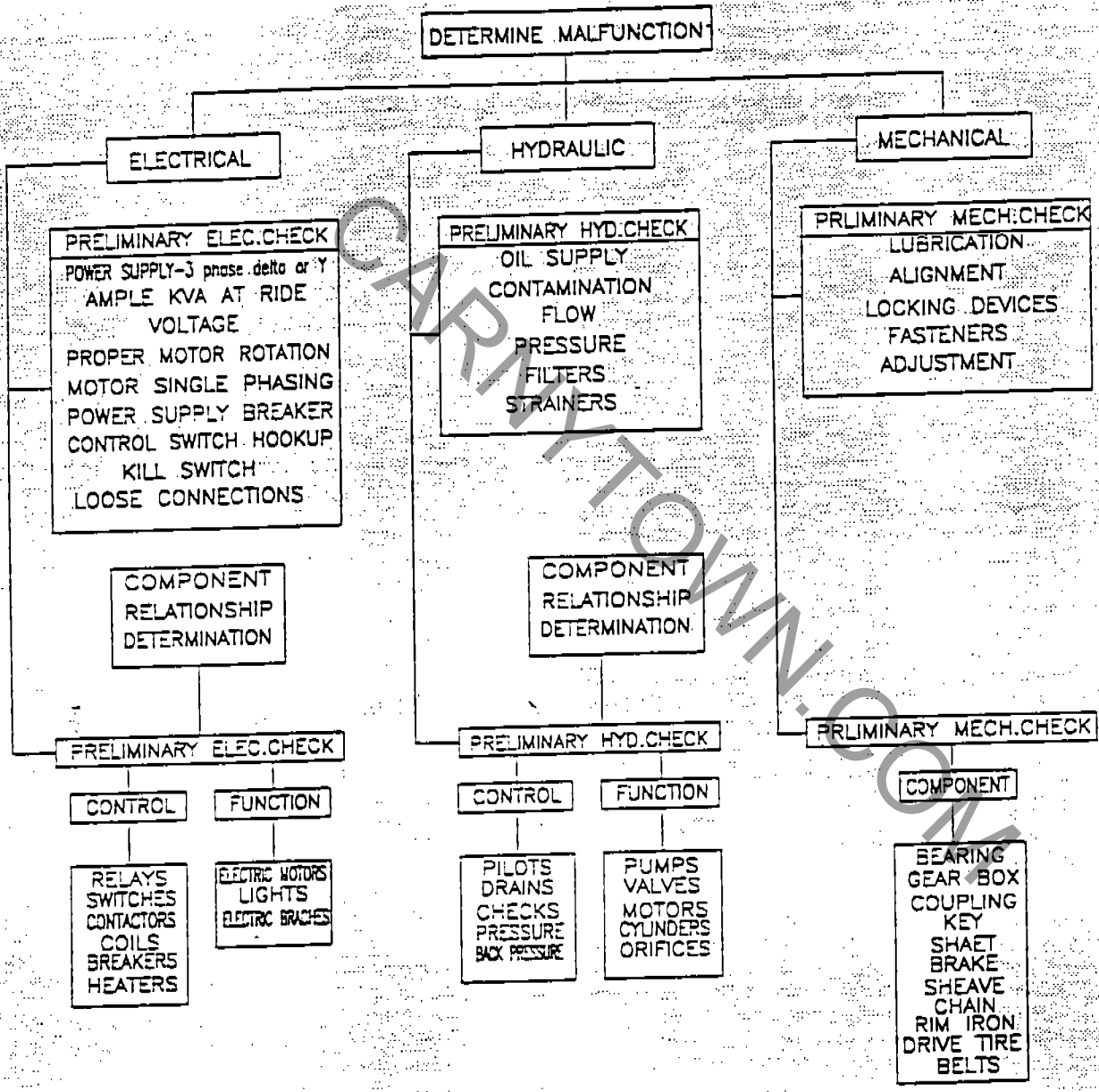
MANUTENZIONE PRIME DUE SETTIMANE DI OPERAZIONE

La giostra viene completamente collaudata e controllata prima di lasciare la fabbrica, comunque durante le prime due settimane di operazione, l'addetto alla giostra deve soprattutto essere attento alle eventuali perdite (aria, olio). Controllare il corretto serraggio di tutti i bulloni ogni due giorni. Successivamente effettuare un controllo mensile.

PROCEDURE DI SEGNALAZIONE GUASTI

Prima di aver bisogno dell'aiuto del costruttore per eventuali problemi ad una giostra, devono essere fatte alcune cose per evitare perdite di tempo da ambo le parti.

- 1 Avere il numero di serie della giostra e il nome disponibili.
- 2 Avere il manuale pronto da usare per eventuali riferimenti.
- 3 Se la giostra apparteneva già a qualcuno sapere a chi (la documentazione della compagnia mostra i cambiamenti fatti sulla giostra dal precedente proprietario).
- 4 Assicurarsi di avere il nome della persona con cui si conferisce abitualmente in ditta così le telefonate saranno fatte solo a quella persona.
- 5 Fornire il vostro numero di telefono alla ditta.
- 6 Fornire tutte le istruzioni necessarie per la spedizione dei ricambi.
- 7 Segnalare tutte le alterazioni e modifiche che sono avvenute sulla giostra.
- 8 Assicurarsi che la persona che segnala il guasto sia competente e quindi atta a descrivere le varie problematiche della giostra come ad esempio, se il problema era una cosa graduale, se è improvvisamente scomparso, se si manifestano rumori non usuali, se il problema si manifesta continuamente o ad intermittenza, se la giostra va in una sola direzione, oppure se la giostra funziona, ma non frena o non si ferma, ecc.
- 9 Spesso il problema che si presenta è molto più semplice di quanto si pensi quindi prima di telefonare alla fabbrica, consultare la tabella riportata nella pagina accanto.
Consultare attentamente questa tabella, vi farà risparmiare molte telefonate e tempo.



PERIODICAL OPERATIONS AND CHECKS

- Check tension and wear of ride belts (1-Fig. 2).
- Grease drive chain (2-Fig. 2).
- Check for good working of chain tightener (3-Fig. 2).
- Check the wear of electric brushes (1-Fig. 3), if necessary, replaced them.
- Check for good condition of pick-up brush (2-Fig. 3), be sure on good connection of electric wire.

CONTROLLI ED OPERAZIONI PERIODICHE

- Verificare lo stato di usura e tensione delle cinghie di trasmissione (1-Fig. 2).
- Ingrassare la catena di trasmissione (2-Fig. 2).
- Controllare il corretto funzionamento del tendicatena (3-Fig. 2).
- Controllare lo stato di usura delle spazzole elettriche (1-Fig. 3), eventualmente sostituirle .
- Controllare l'integrità del braccetto portaspazzole (2-Fig. 3) e assicurarsi che il cavo elettrico sia ben fissato.

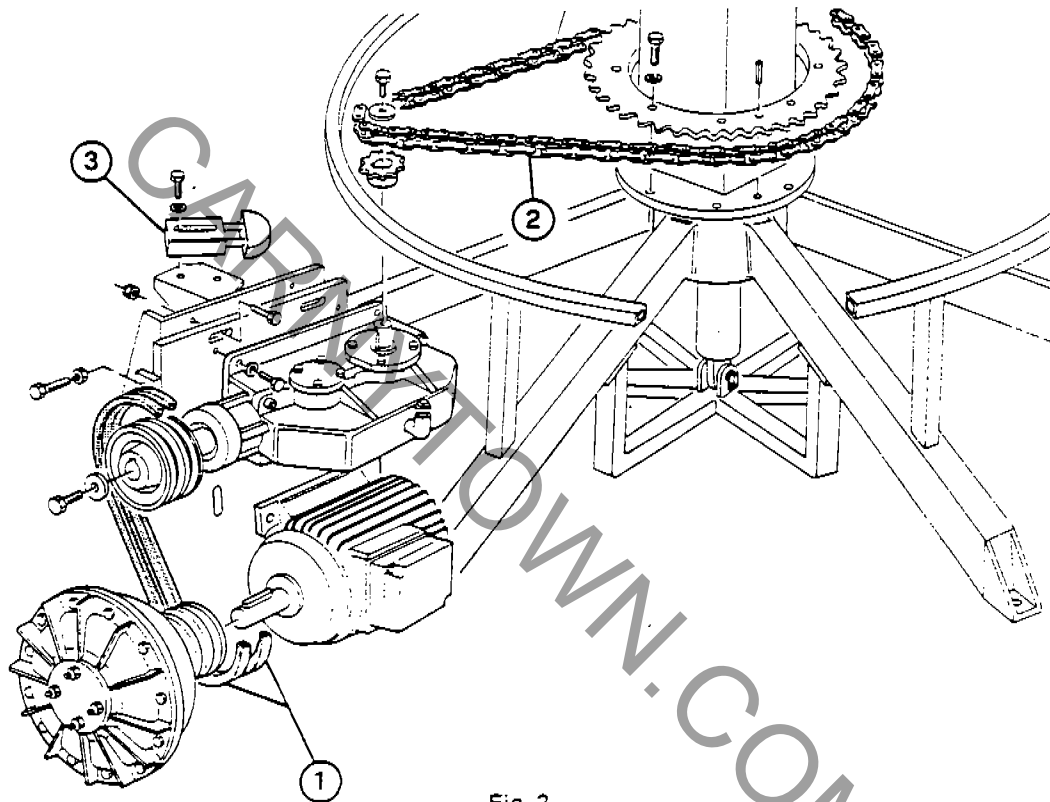


Fig. 2

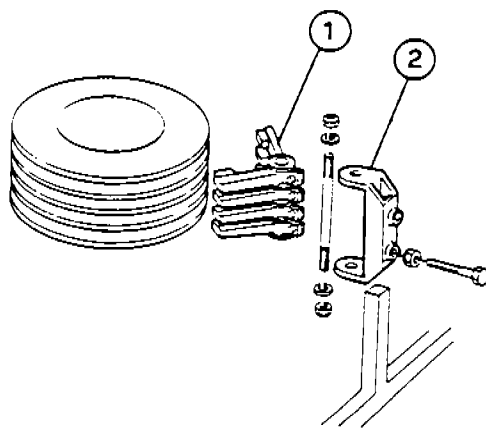


Fig. 3

- Monthly verify the condition of guide wheels placed on arm.
- Check and replaced possible burned bulbs.
- Check different electric connections (plugs and sockets).
- Check car attachment to the arm, all pins must have split pins.
- Daily verify good condition of differential switch (2-Fig. 4) by pushing the botton (1-Fig. 4), if problems check two fuses (3-Fig. 4).

- Verificare mensilmente lo stato di usura delle ruote in nylon montate sul braccio.
- Controllare ed eventualmente sostituire le lampade bruciate.
- Controllare le varie connessioni elettriche (prese e spine).
- Controllare il fissaggio del soggetto al braccio e che le varie spine abbiano sempre la coppia di sicurezza inserita.
- Giornalmente verificare, premendo il pulsante (1-Fig. 4) il buon funzionamento dell'interruttore differenziale (2-Fig. 4); in caso di anomalie controllare i due fusibili (3-Fig. 4).

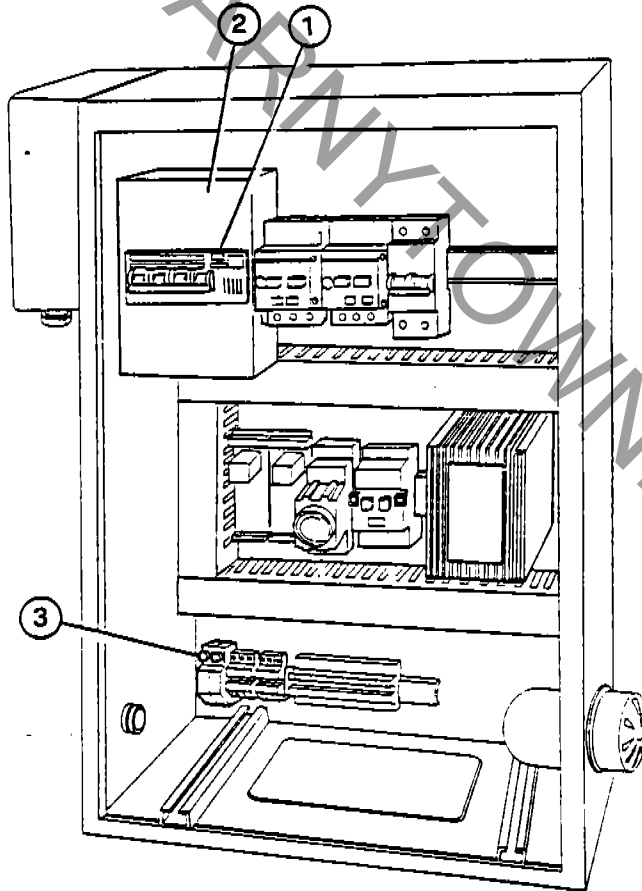


Fig. 4

- Check oil level on device (1-Fig. 5) of the tank. If necessary, fill it with oil of the same type.
 - Check pressure on gauge (2-Fig. 5) of the hydraulic box. The pressure must be 120 bar for MANHATTAN RIDE and 50 bar for CLOWN AROUND.
 - Verify for good condition of hydraulic hoses (3-Fig. 5) if necessary replaced them.
 - Lubricate guide wheels on center of ride.
 - Check for oil leakages on hydraulic box, also on hoses connection and lifting cylinder.
 - Check for good condition of limit switches (4-Fig. 5).
- Controllare il livello olio sull'indicatore (1-Fig. 5) del serbatoio, se necessario, rabboccare con olio dello stesso tipo.
 - Controllare la pressione sul manometro olio (2-Fig. 5) della centralina; detta pressione dev'essere mediamente di 120 bar per MANHATTAN e 50 bar per CLOWN.
 - Controllare lo stato d'integrità dei tubi flessibili (3-Fig. 5), eventualmente sostituirli.
 - Controllare e lubrificare le ruote guida del centrino.
 - Controllare che non ci siano perdite di olio dalla centralina, dalle connessioni dei tubi flessibili o dal pistone di sollevamento.
 - Controllare il buon funzionamento dei fincorsa (4-Fig. 5).

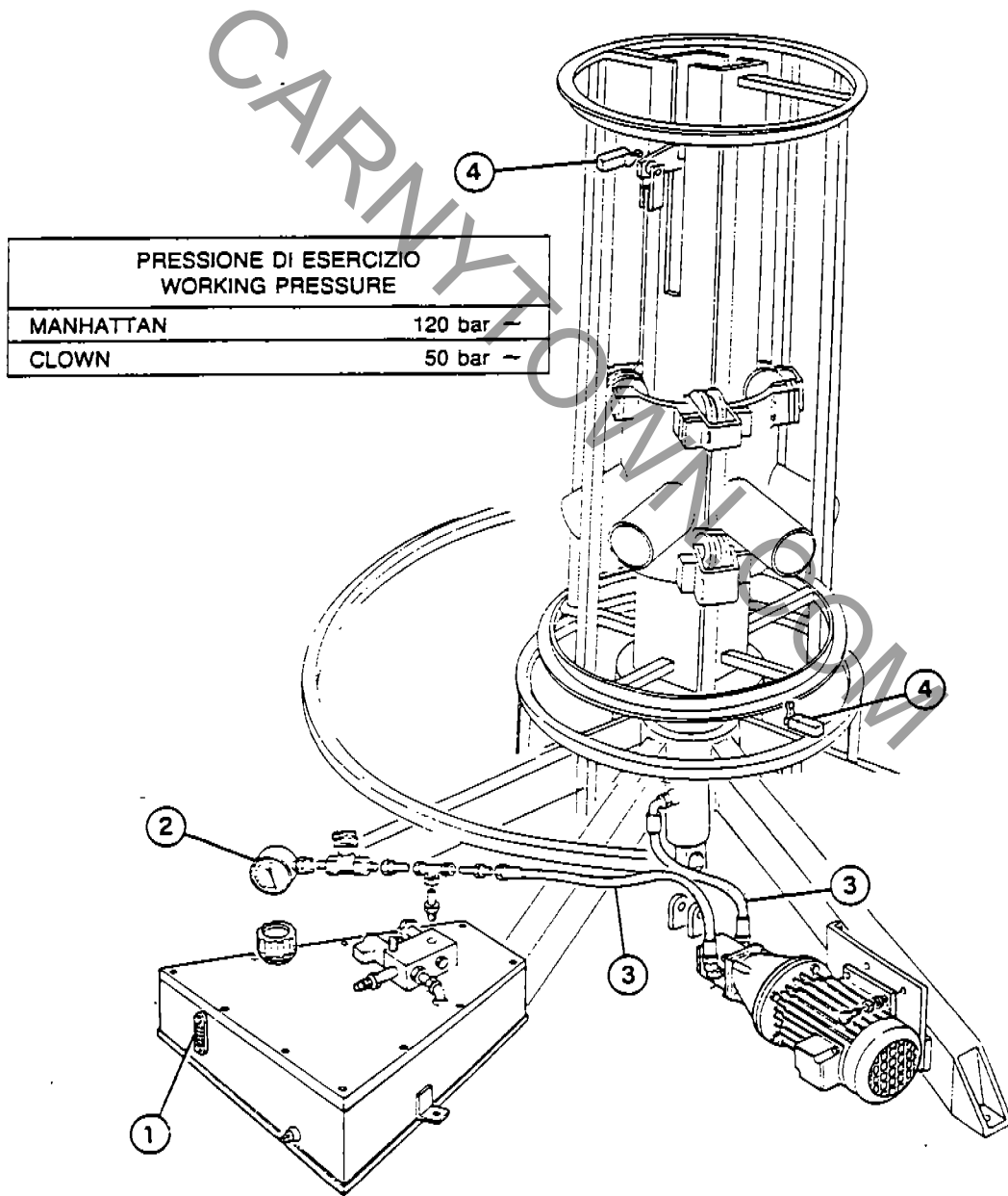


Fig. 5

- Verify the wear of the carbons bus way (1) for substitution loosen up the two fixing screws.
- Verify the integrity of the support and the cables connected to the carbons (2).

- Controllare lo stato di usura dei carboncini delle blindosbarre (1) eventualmente sostituirle allentando le due viti di fissaggio.
- Controllare l'integrità del supporto e del cavo di collegamento del carboncino (2).

