Trick Sensor
Honeywell
6P5-DC15-T

FARROW AMUSEMENT

MFG: FUN TECH INDUSTRIES
NAME: BLOOD RIVER
Type: KIDDIE

02535

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BLOOD RIVER

DARK RIDE

GENERAL SPECIFICATIONS

RECOMMENDED TOOLS :

A) 6' STEP LADDER
B) LEVEL
C) 5/16" ALLEN WRENCH
D) HAMMER

RECOMMENDED LUBRICANTS :

A) WD-40
B) 90 WT. GEAR OIL
C) GRAPHITE (COTE)
D) NEVERSEIZE
E) NON-DETERGENT OIL

REQUIRED SPACE:

62' IN LENGTH OVERALL
26.5' IN DEPTH OVERALL
21' IN HEIGHT OVERALL

ELECTRICAL:

220 VOLT SINGLE PHASE
100 AMP SERVICE REQ'D.
WINCH: 220 VOLT SINGLE PHASE

SET - UP PROCEDURE

1) SPOT TRL. AND LEVEL IN BOTH DIRECTIONS. BLOCK PROPERLY
2) CONNECT PRIMARY ELECTRICAL FEED 220 SINGLE PHASE 100 AMP
3) UNPIN AND FOLD DOWN FRONT 2 PLATFORMS ONTO SUPPORT BRACES.
4) POSITION FRONT 2 FENCES AND LOCK INTO PLACE.
5) RELEASE ,FOLD OUT AND INSTALL FRONT AWNING BRACKETS
6) INSERT AND INSTALL CENTER FRONT AWNING.
7) FROM TRAILER ROOF UNPIN AND FOLD UP CENTER WING WITH THE BACK-LIT SIGN. INSERT AND PIN SUPPORT BRACES.
8) WINGS ON EITHER SIGN CAN NOW BE UNPINNED AND FOLDED UP. INSERT AND PIN THE CORRECT NUMBERED SUPPORT BRACE. THEY ARE NUMBERED 1 THRU 9.
9) HAND UP LADDER, FLAGS AND OVERHEAD LIGHTS. INSTALL ACCORDINGLY. PLUG IN 1500 WATT FIXTURES (220 VOLT)
10) UNTIE TENT TOP WHILE IN THIS STAGE
11) NOTE: SOME ELEMENTS OF SET-UP CAN BE DONE SIMULTANEOUSLY
12) ERECT ALL FLOOR BEAMS , JACKSTANDS, AND SPREADER BARS
13) UNPIN AND SWING OUT THE TWO END WALLS OF REAR BLDG.
14) LEVEL ALL BEAMS USING STRING LINE
15) SIMULTANEOUSLY MANUALLY PULL OUT FLOOR AND LOWER WITH WINCH UNTIL FLOOR WILL COME DOWN USING WINCH ONLY.
16) DISCONNET WINCH NYLON STRAPS AND ROLL BACK ONTO SPOOL
17) UNLATCH REAR WALLS AND FOLD UP LOCKING INTO ADJACENT SIDE WALL. HANG INTERNAL CURTAINS 1 THRU 4.
18) INSERT ALL ROOF BEAMS. THEY ARE INTERCHANGEABLE.
19) CONNECT TRACK. INSTALL TWO SMALL SECTIONS AT DOORS. INSERT PINS INTO TRACK BREAKS AND TIGHTEN BOLTS USING ALLEN WRENCH. NO ELEC. CONNECTIONS REQD.
20) INSTALL STUNTS AS REQD. MAKE ALL ELEC. AND AIR CONNECTIONS.
21) PULL DOWN TENT TOP AND SECURE (ROPE/ BUNGY ETC.)
22) INSTALL EMERG. EXIT STAIRS AND HANDRAILS
23) SNAP ON BALLY CLOTH ON FRONT PLATFORM.
24) WITH BLOCK AND TACKLE, INSTALL THE TWO OUTER MECHANIZED MARQUEEES. PLUG INTO OUTLET.
25) LIGHT TIGHT INSIDE OF BLDG (RAGS, CAULKING, DUCT TAPE ETC.)
26) CHECK VOLTAGE AT TRACK. ADJUCT TAPS ON TRANSFORMER AS REQUIRED TO ACHIEVE 24 TO 26 VOLTS (AC)
27) GRAPHITE TRACK AS NEEDED. ALLOW TIME TO DRY.
28) CHECK OIL IN AIR COMPRESSOR AND DRAIN WATER.

DARK CAR MAINTENENANCE

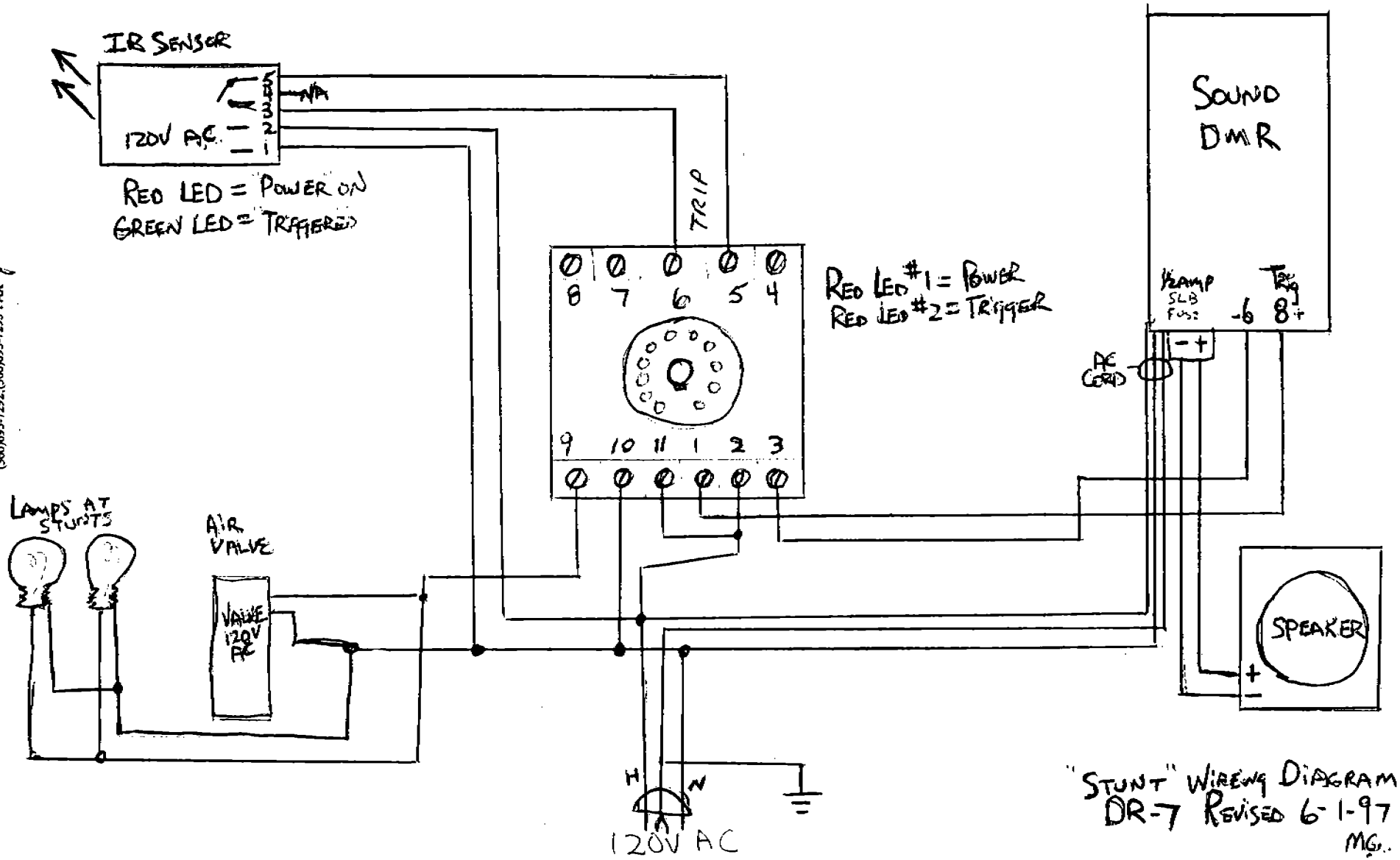
WEEKLY INSPECTION / ADJUSTMENT

1) CHECK CHAIN TENSION. ADJUSTMENT MADE BY LOOSENING OR TIGHTENING MOTOR DRIVE BRKT. AS REQUIRED. (3/4" WRENCH REQ'D.)
2) ADJUST DRIVE BELT TENSION. MOVE MOTOR AS REQUIRED. (1/2" WRENCH REQ'D.)
3) CHECK GEAR BOX FOR FLUID LEVEL. DO NOT OVER FILL.
4) CHECK AIR PRESSURE IN BOTH TIRES.
5) GREASE PILLOW BLOCK BEARINGS TWICE PER SEASON.
6) VISUALLY INSPECT ALL FASTENERS
7) GREASE DRIVE ' BALL' TO GUIDE UNIT WEEKLY
8) INSPECT LEAD WIRES. KEEP INTO THE PROPER POSITION. REPLACE THOSE BROKEN OR FRAYED.
9) INSPECT 'SHOES' FOR WEAR. THEY CAN BE SHIMMED FOR LONGER WEAR.
10) INSPECT RUBBER LORD MOUNTS. REPLACE AS BROKEN OR CRACKED.
11) INSPECT GUIDE WHEELS AS REQ'D. REPLACE IF DIAMETER FALLS BELOW 2.5".
12) INSPECT ALL COMPONENTS OF LAP BAR MECHANISM. LUBRICATE AS NEEDED. REPLACE ANY WEAK COMPONENTS WITH ORIGINAL PARTS.

RECOMMENDED OPERATIONAL PROCEDURE

1) DO NOT OVERLOAD THE DARK CARS
2) REMEMBER: JUST BECAUSE YOU SEND A CAR IN, THER'S NO GUARANTEE THAT IT WILL COME OUT. THERFORE DO NOT KEEP SENDING CARS IN IF NO CARS ARE COMING OUT.
3) THE OPTIMUM PATTERN OF OPERATION IS THAT A MAXIMUM OF 4 CARS WILL BE INSIDE THE RIDE AT ANY GIVEN TIME AND 3 CARS WILL BE IN THE STATION.
4) AS THE CARS EXIT, UNLOAD AND MOVE UP IMMEDIATELY SO AS NOT TO ALLOW THE NEXT CAR TO CRASH INTO IT.
5) SEND EACH CAR IN AN EQUAL TIME DURATION OF PERHAPS 15 SECONDS. THIS WILL ALLOW PROPER SPACING SO AS NOT TO PULL EXCESSIVE CURRENT ON ANY ONE SECTION OF TRACK. THIS WILL ALSO ALLOW ENOUGH TIME TO UNLOAD EACH CAR BEFORE THE NEXT ONE COMES OUT.
6) DO NOT JOG CARS REPEATEDLY IN THE STATION AREA AS THE EFFECT WILL REDUCE ELEC. MOTOR LIFE.

BLOOD RIVER STUNT ELEC. LAYOUT 6/97



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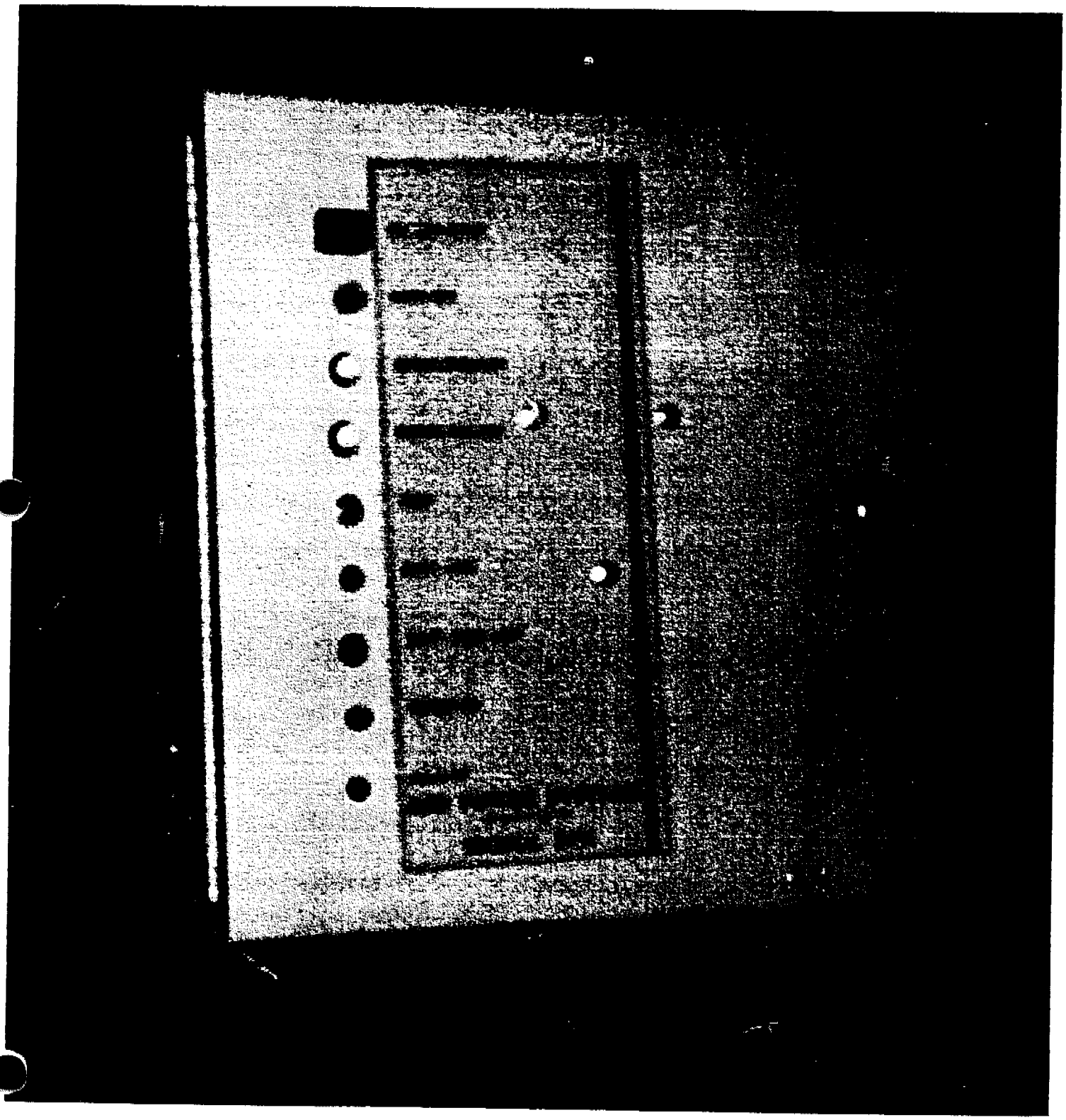
"STUNT" WIRING DIAGRAM
DR-7 REVISED 6-1-97
MG.

KID POWER SYSTEMS

Automatic Safety Interlock System For Fire / Smoke / Sprinkler As Per N.F.P.A.



KIDPOWER SAFETY ALARM RELAY CONTROL PANEL
OPERATION AND FUNCTIONS

PURPOSE AND FUNCTIONS OF SAFETY ALARM SYSTEM

1: The primary reason for installing a safety alarm system is to provide the necessary warning devices to aid the operator in assuring a safe environment for the customers. This is done by having approved fire/smoke detectors controlling an alarm relay control system. The alarm control system is basically an independently battery powered automatic emergency light source, a clearly audible warning horn, and the control needed to force the shutdown of the ride.

2: The control panel is monitoring for a loss of AC utility power and\or the opening of a switch in a smoke detector\sprinkler alarm.

3: The alarm system must be hooked to an independent source of electricity from batteries to power the horn and lights for adequate time to safely exit.

4: The alarm also must monitor the reserve of stored emergency power and alert an operator of a problem. If the stored reserves are deemed inadequate for proper operation, then the system disengages from the batteries and a warning light is turned on until the operator corrects the malfunction. In the meantime, the operation of the ride control is disabled.

These are the normal operating conditions AFTER the unit is properly installed and all power and control wires have been verified.

THIS ASSUMES :

1: The battery is hooked up and at normal voltage above 10 volts and the low battery lights are not "on".

2: The smoke alarm control loop is showing continuity and the panel indicating light is not on. (The normally closed switches and wiring are correct and not shorted across).

3: The AC utility voltage loss interface box is wired correctly for a normally closed wiring loop.

4: The ride "fold up switch" is in the normally closed position.

5: The override maintenance switch is in the "run" position.

6: The alarm control box has been "initialized" by doing a system reset.

AFTER THE PREVIOUS CONDITIONS ARE COMPLIED WITH THE FRONT PANEL LIGHTS WILL INDICATE:

A: Upon initial power up with internal capacitors discharged there will be a dead battery indication. This is normal,simply initialize system by pushing the reset button.

B: If the internal logic board has been previously powered then the unit may indicate a "tripped" condition. This is also normal.

IF EITHER OF THE INPUTS HAVE BEEN TRIPPED:

1: The appropriate blue indicator light or lights will show what alarm circuit is being presently activated with an "on" condition.

2: The blinking reset LED will be "on".

3: All outputs will be operating.

A: The master relay will be "disengaged" shutting off ride power.

B: The emergency "lights" will be activated.

C: The "horn" will be activated.

OPERATOR ACTIONS AFTER ALARM SYSTEM HAS ENGAGED:

1: Push "HORN RESET" to silence the control panel horn warning. In smoke detectors with a built in horn, the alarm is not controlled directly with the control panel.

2: Observe panel input signal lights to determine cause of alarm or if alarm is still in progress.

3: If both "BLUE LIGHTS" are off, then try a "SYSTEM RESET".

NOTE - Only the control panel horn can be reset if an alarm signal is still present. The remote detectors with built-in horn alarms can only be temporarily reset with the "SYSTEM RESET" or by an interruption of battery power. The cause of the alarm must be remedied before the ride power can resume.

4: If the maintenance override switch is not in the "RUN" position, then the sprinkler\smoke alarm inputs are disabled for maintenance purposes.

5: If the A C override interface box is in the "UTILITY POWER OFF" position, then the A C utility alarm is disabled.

OPERATOR ACTIONS IF A DEAD BATTERY CONDITION OCCURS:

- 1: Attempt a "SYSTEM RESET" to see if battery is been charged.

  A: If "YELLOW 10 VOLT" light is "ON", then start battery charger immediately or the alarm may shut down again.

  B: If "RED 8 VOLT" light comes back on, then battery power is totally gone or charger is not working.

  C: If dead battery light and ride fold-up lights are "ON", then alarm will not respond to a system reset until the fold-up switch is closed.

  D: The external emergency lamp switch is also disabled by the fold-up switch or a dead battery.

NOTE - The ride fold-up switch opens the control circuit for the master power relay, which shuts off the system power. This appears to the alarm sensor as a dead battery as the voltage was gone. The "SYSTEM RESET" will override the loss of signal <u>after</u> the fold-up switch has been closed.

THEREFORE - After each assembly and erection of the ride, the "SYSTEM" must be first energized by hooking up the battery voltage and completing the circuit in the fold-up switch, then finally initializing the controller by pushing the **"SYSTEM RESET"** button.