

## SUMMARY OF RECENTLY VOICED QUESTIONS

### Q1. WHY DO WE NEED TO HAVE RIDES TESTED BY REGISTERED ADIPS EXAMINERS ?

**A1.** The HSE and all the TRADE ASSOCIATIONS meet together to discuss the best ways to promote safety within the fairground industry . As a result of these discussions annual inspections were considered necessary, and to make sure these inspections are carried out ADIPS certification was established . The alternative would have been inspections by the officers of HSE who would not have the detailed knowledge of the industry and equipment. The cost of such a scheme in bureaucracy , time and cost would almost certainly be such that many operators would find difficulty in operating economically at all. The ADIPS scheme as it applies to Kiddie Rides allows operators to register themselves as inspectors provided they have sufficient technical knowledge and experience.

This exercise has advanced safety within the industry dramatically by bringing the subject of safety foremost in the minds of all concerned and will hopefully rid our business of unscrupulous operators who's activities bring the industry into disrepute.

### Q2. WHY A BACTA GUIDANCE ?

**A2.** The BACTA guidance interprets rules and recommendations from the HSE publication HSG175 as they relate to coin operated children's rides. HSG175 is the standard agreed by all the party's in the JAC (joint advisory committee) . The JAC comprises of representatives of all the trade associations along with senior members of the HSE.

The reason BACTA have chosen to produce a guidance is to restate and clarify the the rules laid down in HSG175 as they relate to children's rides. For almost all other fairground equipment a much more rigorous system applies. For instance in addition to the tests that must be carried out for children's rides, major ride inspections demand a independent design review and a check on conformity to that review, along with independent inspectors to carry out the other disciplines ,the initial test and the annual thorough inspection.

The JAC allowed conformity to BACTA's guidance which lay's down a common design specification for safety related elements of design to substitute for independent inspections,design review and conformity to design.

Without this agreement the viability of children's rides would have been questionable. Additionally the BACTA guidance gives information regarding the operation and testing of children's rides and again with the full agreement of the JAC the inspectorate does not have to be independent of the operator or manufacturer although they must be registered.

The BACTA guidance is recognised by the HSE as a document which supplements the fairground guidance by giving guidance and laying down strict rules for the design ,manufacture ,operation and testing of children's coin operated rides.

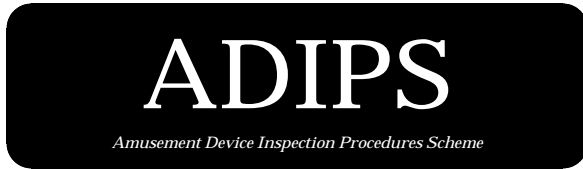
### Q3. WHAT IS A KIDDIE RIDE ?

**A3.** The definition of a Kiddie or Children's ride is :

“ a slow moving ride fitted on a stationary base and operated by coins, tokens, etc, designed for the unattended use by one or two persons aged between 3 and 10 years.

The BACTA remit for ADIPs inspections as recently been extended to include coin operated battery powered cars that are intended for the same age group of children.

### Q4. HOW DO I REGISTER FOR THE ADIPS SCHEME ?



**A4.** To register as a registered inspection body within the ADIPS scheme for the inspection of children's rides applications must be made to :

BACTA  
BACTA HOUSE, REGENTS WHARF  
6 ALL SAINTS STREET  
LONDON N1 9RQ.

A registration pack will be sent together with details of the qualifications and experience necessary for inspectors. An annual registration fee is applicable costing £25.00 for BACTA members , £50.00 for non members . It is not a requirement that an inspection body be members of BACTA. However BACTA membership does confer many benefits .

**Q5. WHY DO I NEED MY RIDE TESTED WHEN IT BEARS A C.E. MARK ?**

**A5.** All new children's rides should have a C.E. Mark either on the ride, on the packaging or with the instruction documentation. A C.E. mark is a sign that the ride conforms to one or more european directives . In the case of kiddie rides the relevent directives are the E.M.C. directive (electro-magnetic compatibility ) and the Low Voltage directive. The directives are supported by Standards. In the case of E.M.C. EN 50081-1; and 50082-1 apply (Emission and immunity respectively). In the case of Low Voltage IEC 60335-2-82 applies.

The low voltage standard does contain rules to be followed in the manufacture and operation of rides. However in the UK children's rides are subject to the rules and conditions of fairground equipment contained in HSG175 and require ADIPs certification in respect of INITIAL TEST and thereafter annual THOROUGH EXAMINATION.

**Q6 WHO IS RESPONSABLE FOR MAKING SURE RIDES COMPLY WITH HSG175 ?**

**A6.** Normally the manufacturer would provide the initial test certificate. In the case of imported rides this may be carried out by the importer. However the operator or controller bear the responsibility to ensure that a ride is provided with the necessary documentation including either a DOC (Declaration Of Conformity) of initial test or a DOC of thorough examination.