

---

---

**Safety of amusement rides and  
amusement devices —**

**Part 3:  
Requirements for inspection during  
design, manufacture, operation and  
use**

*Sécurité des manèges et des dispositifs de divertissement —*

*Partie 3: Exigences relatives à l'inspection pendant la conception,  
fabrication et fonctionnement*



STANDARDSISO.COM : Click to view the full PDF of ISO 17842-3:2015



**COPYRIGHT PROTECTED DOCUMENT**

© ISO 2015, Published in Switzerland

All rights reserved. Unless otherwise specified, no part of this publication may be reproduced or utilized otherwise in any form or by any means, electronic or mechanical, including photocopying, or posting on the internet or an intranet, without prior written permission. Permission can be requested from either ISO at the address below or ISO's member body in the country of the requester.

ISO copyright office  
Ch. de Blandonnet 8 • CP 401  
CH-1214 Vernier, Geneva, Switzerland  
Tel. +41 22 749 01 11  
Fax +41 22 749 09 47  
copyright@iso.org  
www.iso.org

# Contents

	Page
Foreword .....	iv
<b>1 Scope .....</b>	<b>1</b>
<b>2 Normative references .....</b>	<b>1</b>
<b>3 Terms and definitions .....</b>	<b>1</b>
<b>4 Requirements .....</b>	<b>1</b>
4.1 Initial Approval — Procedures .....	1
4.1.1 General .....	1
4.1.2 Review of design documents .....	2
4.1.3 Inspection of manufacturing process .....	2
4.2 In-service inspection (periodical test) .....	4
4.2.1 General .....	4
4.2.2 Inspection process .....	4
4.2.3 Electrical equipment .....	5
4.2.4 Report .....	6
<b>Bibliography .....</b>	<b>7</b>

STANDARDSISO.COM : Click to view the full PDF of ISO 17842-3:2015

## Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2. [www.iso.org/directives](http://www.iso.org/directives)

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received. [www.iso.org/patents](http://www.iso.org/patents)

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#)

The committee responsible for this document is ISO/TC 254, *Safety of amusement rides and amusement devices*.

ISO 17842 consists of the following parts, under the general title *Safety of amusement rides and amusement devices*:

- *Part 1: Design and manufacture*
- *Part 2: Operation and use*
- *Part 3: Requirements for inspection during design, manufacture, operation and use*

# Safety of amusement rides and amusement devices —

## Part 3:

# Requirements for inspection during design, manufacture, operation and use

## 1 Scope

This part of ISO 17842 defines requirements for the necessary inspections, in accordance with ISO/IEC 17020, of amusement devices designed, manufactured, operated and used according to ISO 17842-1 and ISO 17842-2.

## 2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 9712, *Non-destructive testing — Qualification and certification of NDT personnel*

ISO 17842-1, *Safety of amusement rides and amusement devices — Part 1: Design and manufacture*

ISO 17842-2, *Safety of amusement rides and amusement devices — Part 2: Operation and use*

ISO/TS 17929, *Biomechanical effects on amusement ride passengers*

ISO/IEC 17020, *Conformity assessment — Requirements for the operation of various types of bodies performing inspection*

IEC 60204-1, *Safety of machinery — Electrical equipment of machines — Part 1: General requirements*

## 3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 17842-1, ISO 17842-2 and ISO/IEC 17020 apply.

## 4 Requirements

### 4.1 Initial Approval — Procedures

#### 4.1.1 General

The initial approval of any amusement device consists of review, inspections and tests to be carried out as follows.

The inspection body performing the initial approval shall operate in accordance with ISO/IEC 17020.

All safety-relevant design documents as well as the completed amusement device shall be subjected to review and inspection. After a successful inspection, a document confirming compliance with ISO 17842-1 may be issued.

The results of the various reviews, inspections and tests shall become an integral part of the device log.

The initial approval of the amusement device shall comprise

- a) design review,
- b) inspection of manufacturing process, and
- c) initial inspection and testing.

### 4.1.2 Review of design documents

The review of design documents is an inspection of relevant design documents.

The design documents shall, where relevant, be reviewed, checked and accepted by an independent body for

- completeness,
- correctness of all the assumptions with respect to the input values for any analyses,
- correctness of all calculations, and
- compliance with applicable standards and specifications.

The design documents shall where relevant include the following:

- design risk assessment;
- design calculations;
- stress and fatigue analysis and stability verification;
- structural and mechanical parts;
- hydraulic and pneumatic parts;
- drive units, bearings;
- brakes and safety devices;
- design drawings;
- acceleration/containment details, according to ISO/TS 17929;
- hydraulic/pneumatic specification;
- electrical/electronic specification including software details;
- mechanical/structural specification;
- installation, operation, maintenance and inspection information;
- identification of critical components and control requirements.

### 4.1.3 Inspection of manufacturing process

#### 4.1.3.1 Description

The inspection for the hereafter stated manufacturing requirements shall be made mainly during the manufacturing process and entirely before operation with passengers. As a general requirement, the compliance of the parts, assemblies, components as well as their assembly and combined effects within the entire installation shall be confirmed with respect to the approved design documents.

This shall be covered by a report which confirms correctness and suitability of the employed materials and correctness of assembly.

The report may make reference to the manufacturer's inspection documents, quality system and/or declarations as part of the proof of conformity.

#### 4.1.3.2 Inspection requirements

Inspection shall, as a minimum, verify the following:

- a) conformity of the main dimensions, clearance distances and dimensions, free (easy) running of moving parts;
- b) existence of all constructional components indicated in the construction documents;
- c) compliance with the major dimensions of the load-carrying constructional components and their connections. Inaccessible constructional components or component groups are only to be dismantled when there are doubts concerning the compliance of the dimensions or the correct assembly/mounting;
- d) compliance with the weight on which the calculations are based for such parts whose excess weight would cause the permissible stress on connections or constructional components to be exceeded, or whose shortage in weight might affect the safety of the equipment as far as lifting-off, sliding or tilting-over are concerned;
- e) conformity of the required certificates concerning material specification and quality, e. g. strength, durability, fire resistance;
- f) conformity of the electrical, electronic, hydraulic/pneumatic equipment with wiring, circuit diagrams, including when possible software, observance of the relevant International Standards and the applicable regulations and other standards;

The inspection of bearings, motors, enclosed drive units, switch and control units and similar components is required for, and limited to, only such cases where their failure could affect the safety of persons.

#### 4.1.3.3 Initial inspection and testing

The initial inspection and testing shall consist of a number of separate inspections and tests which, taken together, demonstrate that at the time and place of the testing and inspection, the amusement device is capable of performing in accordance with the approved design documents. Functional tests concerning the movements unloaded or under full load are required. Unbalanced load tests are to be made in accordance with ISO 17842-1, 4.4.2.1. See also ISO 17842-1:2015, 4.3.3.1.2.1 for test loads.

During the trial run, the following functions and conditions shall be checked, as applicable:

- conformity of the installation site, including where required the foundations and packing material, to the design requirements to accommodate loads for the amusement ride supports;
- clearance envelope for passengers relative to any moving parts or other objects – see ISO/TS 17929 and ISO 17842-1;
- correct working of sequential, forced and interlocked control systems;
- the specified speeds, accelerations and safety critical weights e.g. ballast, counterweights;
- the working pressures of hydraulic/ pneumatic systems;
- the correct connection of electric supply
- the setting of inclination control switches, terminal switches and other control switches as well as overload protections (e.g. pressure relief valves);

- the safety devices (e.g. anti-roll back devices for vehicles and on the track);
- the brakes as to their efficiency and the acceptable deceleration as far as passengers are concerned;
- the operational performances as far as lifting-off or tilting is concerned;
- the operation of the ride and the accelerations and decelerations under normal working conditions and in cases of emergency — see ISO/TS 17929.

## **4.2 In-service inspection (periodical test)**

### **4.2.1 General**

The purpose of in service inspection is for an inspection body to check on the fitness of an amusement device for continued further use during its operational life. It is a check on the safety-related components of an amusement device to ensure that they have not deteriorated to such an extent that the ride cannot continue to operate safely. The findings of the inspection and the requirements shall be recorded in a report along with the interval to the next inspection.

In-service inspection does not remove the duty on the controller of a device to ensure that the device is adequately maintained, nor does it duplicate the initial approval procedure.

Every amusement device in use shall be inspected annually by an inspection body.

More frequent inspections may be agreed between the controller and the manufacturer and/or the inspection body or other relevant authorities to ensure the integrity of the device.

### **4.2.2 Inspection process**

All amusement devices require a visual inspection as part of the in service inspection.

Any visual inspection may need to be supplemented by non-destructive testing as required by the manual or at the discretion of the inspection body.

- a) The inspection body shall obtain the schedule from the manual specifying the required non-destructive testing (NDT) and from the manual and/or device log identify the safety related components, recommended inspection methods and frequencies. The controller and the inspection body shall then agree the items to be inspected.

It is recommended that this be done in advance to allow parts to be prepared for inspection before the inspection body arrives. Preparation may include degreasing, removal of rust, removal of paint, or other protective finishes. This will normally include the disassembling of complex assemblies to allow access to safety related areas. Difficulty of access is not a valid reason for failing to inspect safety related components.

- b) The inspection body shall check with the controller to see whether any safety-related components have required unscheduled maintenance and/or demonstrated unusual performance since the previous inspection. If so, there may be a need for further investigation.
- c) The inspection body shall obtain from the controller any relevant accident or incident history of the device. This will inform the inspection body of necessary further inspection or action that may be required.

The following steps shall also be carried out (the list being non-exhaustive and dependant on the type of ride).

- The controller shall be queried as to whether any components showed excessive wear, damage or other irregularities, critical to the safe operation of the ride.
- The device structure shall be inspected for deformities, i.e. buckled, bent or dented members, loose or missing parts.

- Structural members shall be inspected for deterioration, such as, rusting of steel, rotting of wood/plywood, delamination or tearing of fibre reinforced composites, or degradation of textile membranes.
- The chosen safety related components shall be exposed and the relevant inspection(s) carried out, with disassembly where required by the device log or manual, and their fitness for continued use assessed.
- Safety-related welds, bolts, pins and joints shall be inspected for evidence of cracks, movement or excessive wear.
- Nails or bolts shall be checked for corrosion;
- A check shall be made for cracked, damaged or missing members which may impair the load carrying capacity of the structure.
- NDT (non-destructive testing) shall be carried out according to the NDT schedule and personnel, in accordance with ISO 9712. The NDT report shall be reviewed by the inspection body and included into the device log.
- A check shall be made for defects in any hydraulic or pneumatic systems and, where relevant, that the pressures are within the design specification;
- The correct functioning and condition of all passenger restraints and their locking systems and/or latching systems shall be verified.
- The electrical installation according to IEC 60204-1 and other applicable standards shall be inspected and tested.
- A functional test shall be carried by which the device is observed operating (with representative loads if necessary) and the effective operation of safety related controls checked. The observations made shall be compared with the operating specifications set out in the manual (e.g. speed control, stopping devices and interlocks).
- It shall be ensured that the motion safety envelope and safety distances have not been compromised or are not likely to be compromised.
- On completion of satisfactory functional tests, the report of in-service inspection shall be signed and issued.
- The controller shall enter the record of the inspection reports in the device log and retain a copy as part of the device log.

#### 4.2.3 Electrical equipment

Inspection and test of all electrical equipment shall be performed by a competent person, taking into account, where applicable, requirements of the manual(s), national regulations, and any recommendations.

This inspection for deterioration, particularly of cables and connectors, earthing and bonding (where applicable), enclosures and components, switchgear and ancillary equipment shall be made with regard to the following:

- a) corrosion;
- b) damage;
- c) excessive loading (overloading);
- d) external influences;
- e) security.