

NAFLIC

National Association For Leisure Industry Certification

Standards & Related Documents Committee

TECHNICAL BULLETIN - JUNE 2000

209. Sobema Superbob Cracking

During the month of June 2000 we received three reports of fatigue cracking on Sobema Superbob rides.

In the first case, Mr Ian Grant reported that he had found “at least 60” cracks in a Superbob tram. The tram is of T-section and has vertical butt welds at approximately 100 mm intervals. The welded regions, even if they don’t contain flaws from new, will only have about half the constant amplitude fatigue limit of the parent metal outside the heat affected zone. Mr Grant also found fatigue cracks in 18 out of 20 of the car frames, in all 4 corners. Some of these cracks were quite well developed.

In the other two reports the results were broadly the same, with cracking in both tram and car frames.

A third area of known Superbob fatigue cracking is at the connection between the car coupling tube and the car frame.

In September of last year we reported on an accident due to tram breakage on a Sobema Matterhorn (Technical Bulletin 187). This highlights the fact that tram fatigue cracking can be a significant risk and, on Sobema rides, is certainly a phenomenon that requires the controller’s attention during inspection and maintenance.

Committee Members :- Dr Garry Fawcett (Chairman), Mr Richard Barnes, Mr Bob Nicholls, Mr Robert Casey,
Mr Peter Smith, Mr Richard Cousins and Mr Ian Grant

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