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Description

The present invention relates to a rider holder for an amusement ride. The invention further relates to a vehicle having at least one such rider holder for an amusement ride and to a method for operating such a vehicle. Furthermore, the invention relates to an amusement ride
5 having at least one such vehicle.

The attractiveness of the amusement rides plays a very important role in the feasibility of a profitable operation of the amusement rides. Therefore, the goal is to create the most possible surprising ride experiences for the rider. With regard to roller coasters, these amusement ride experiences are created, inter alia, with loops, with sharp curves, with track
10 sections with steep slopes and with spiral track sections.

These amusement ride experiences can be brought about only if the riders can be restrained safely in the amusement ride. For this purpose, the amusement rides include a number of vehicles with rider holders into which the riders can seat themselves, stand or lie. In the rider holders, the riders are secured with the help of restraining devices which frequently
15 include securing clips. For this purpose, the restraining devices and in particular the securing clips are moved from an open position, in which the rider can access the rider holder, into a closed position, in which the rider interacts with the restraining device so that he/she cannot fall out of the rider holder during the ride, even in case of high accelerations and stresses. The securing clip can be moved between the open position and the closed position with the help of
20 an adjustment device. The adjustment device is usually operated by means of a hydraulic system. However, it is also conceivable to operate the adjustment device mechanically, electrically or pneumatically. But the securing clip can also be moved between the open

position and the closed position by the rider himself/herself or by an employee of the amusement ride.

To prevent the rider from falling out of the rider holder during the ride, the restraining device must be fixed in the closed position. For this purpose, lockable securing devices can be used, which, in the locked state, fix the restraining device in the closed position and, in an unlocked state, release the restraining device. The securing devices can be formed very differently and fix the restraining device in the closed position, for example, mechanically, pneumatically or hydraulically, so that the term "lockable" does not assume the presence of a mechanical lock.

In many cases, either the rider or an employee of the amusement ride has to move the securing device into the locked state. In the process, operating errors can occur, so that the securing device cannot ensure that the restraining device is fixed in the closed position. As a result, the safety of the rider cannot be ensured, which must be avoided under all circumstances. In order to prevent a ride from starting in spite of an operating error of the securing device, control units are disclosed, for example, in US 7 837 566 B2, which are able to detect whether the securing device has been locked correctly. Some control units are configured so that a ride cannot be started if the control units detect that at least one of the securing devices has not been locked. However, the control units are unable to describe their own state and identify disturbances. Therefore, it can occur that the control unit does not work correctly to the extent that it reports that the securing device is locked although this is not the case. This is problematic to the extent that the employees of the amusement ride may tend to rely on the message of the control unit and omit manual or visual verifications of the securing device.

In many cases, the securing devices are arranged within reach of the rider. In control units which are configured as described, the riders can prevent or delay a ride by intentionally not transferring the securing device into the locked state or by unlocking it again. In addition, the riders can, for example, introduce metal plates that they bring along into the securing
5 device so that the control units detect the locking of the securing device although this is not the case. Consequently, a ride can be started although at least one of the securing devices has not been locked, which can lead to unforeseeable consequences.

DE 10 2007 032 171 A and US 5 015 933 A are further prior art.

The aim of an embodiment of the present invention is to indicate a rider holder by
10 means of which the safety of the operation of an amusement ride can be increased and rider-caused delays can be avoided. In particular, a rider holder is to be indicated, by means of which it can be detected whether the securing device is in fact in the locked state.

Moreover, the underlying aim of a design and an implementation of the present invention is to create a vehicle for an amusement ride and an amusement ride which can be
15 operated with increased safety and fewer delays. In addition, the underlying aim of an embodiment of the invention is to provide a method for operating such a vehicle.

This aim is achieved by the features indicated in Claims 1, 2, 14, 17 and 22.

Advantageous embodiments are the subject matter of the dependent claims.

The invention relates to a rider holder for an amusement ride, comprising a holding
20 portion for holding a rider, a restraining device which can be moved between an open position, in which the rider can access the holding portion, and a closed position, in which the held rider in the holding portion can interact with the restraining device, a lockable securing device which, in a locked state, fixes the restraining device in the closed position and, in an unlocked

state, releases the restraining device, and a control unit which has detection means by means of which it can be redundantly determined in a fail-safe manner whether the securing device is in the locked or unlocked state, wherein the control unit generates corresponding state signals.

"In a fail-safe manner" is understood to mean the following: The state signals contain
5 not only information on whether the securing device is in the locked state, but also information on whether the control unit is operating correctly. The detection means are redundantly designed so that the malfunction of a detection means does not lead to state signals that do not reproduce the actual state of the securing device. In addition, the control unit is designed so that the failure or the malfunction of one or of all the detection means is detected. The control
10 unit is self-checking at least with regard to the detection means. For this purpose, the control unit can comprise, for example, a test circuit, in which the at least two detection means are connected in series. The test circuit performs a resistance measurement. If one or all of the detection means are working incorrectly, the resistance changes.

The information on whether the control unit is working correctly or not is also
15 contained in the state signals. To that extent, the operation of the amusement ride can already be interrupted if only the detection means are not working correctly. This prevents the operation of the amusement ride when the state of the securing device cannot be detected unequivocally. The operational safety of the amusement ride is increased as a result.

According to the invention, the control unit comprises tampering detection means, by
20 means of which it is possible to detect in a tamper-proof manner whether the securing device is in the locked or unlocked state, wherein the control unit generates corresponding state signals.

The operation of the amusement ride is safer in particular in that the control unit and/or the securing device is/are designed to be tamper-proof. The tamper-proof design can be implemented according to present invention, in that only authorized persons, in particular the employees of the amusement ride, can transfer the securing device into the locked state. For
5 this purpose, the tampering detection means can include proximity sensors which are carried by the employees of the amusement ride, so that the securing device can only be transferred into the locked state when the employee is in the immediate vicinity of the securing device.

In addition, the securing device can be configured so that the locked state, once it has been assumed, can be held immediately and changed again only after the end of the ride. In
10 particular in older amusement rides, it is possible to set the securing device back into the unlocked state during the ride. Even in more modern amusement rides, the locked state is maintained only shortly before the beginning until the end of the ride, so that, until that time, the rider who has boarded has the possibility of setting the securing device back into the unlocked state and delaying the operating procedure.

Due to the possibility of being able to detect in a tamper-proof manner whether the
15 securing device is in the locked or unlocked state, the operating procedure is safer and on schedule. Because the control unit generates state signals, it can be detected immediately whether the securing device is in the locked or unlocked state. The employees of the amusement ride can intervene immediately, and the resulting delays in the operating procedure
20 can be kept low.

According to another embodiment, the securing device comprises a holding element fastened on the rider holder or on the restraining device and a counter element which can be moved relative to the holding element, wherein, in the locked state of the securing device, the

counter element is fixedly held by the holding element, and the tampering detection means include at least identification means arranged on the counter element, which can be read by the control unit. The holding element is fastened firmly on the rider holder or on the restraining device, whereas the counter element is able to perform a relative movement with respect to the
5 holding element. For example, the holding element can be designed as a protrusion, and the counter element can be designed in the manner of a striker plate or vice versa, so that a positive-locking connection is generated in the locked state. Alternatively, magnetic forces can be generated, by means of which the counter element is held by the holding element.

By means of the identification means, it can be detected unequivocally that only the
10 provided counter element is interacting with the holding element. The identification means can be designed, for example, as bar codes applied to the counter element, transponders or RFID chips. It is possible to apply the identification means to the counter element in such a manner that they are not visible to the human eye. As a result, intentional destruction of the identification means can be prevented. Tampering is thus prevented.

15 In a further developed embodiment, the securing device can comprise an actuatable safety switch which interacts with the holding element for fixing and releasing the restraining device. The use of a safety switch has, in particular, the advantage that it can be incorporated in a control circuit and thus be remote controlled. In addition, the safety switch can be provided with an identification, so that the state signals can be associated unequivocally with a
20 certain control unit. The employees of the amusement ride thus receive information on which securing devices are in the locked state and which are not. For the case in which the employees have to intervene, they know which rider holder is concerned, so that a long search is dispensed with.

In a further developed embodiment, the holding element can be formed by the safety switch. Thereby, a compact assembly is formed, which is easy to install. Furthermore, the number of the component parts is decreased, whereby the likelihood of an error is reduced.

A further developed embodiment is characterized in that the control unit and in particular the safety switch are configured in such a manner that, on the PLe level or on the SIL3 level, it can be detected whether the securing device is in the locked state. PL is understood to mean a so-called performance level which is defined according to the standard EN 13849. The performance level is a measure of the reliability of a safety function, wherein level a represents the lowest level and level e represents the highest level. SIL stands for safety integrity level and also describes the reliability of safety functions. The PLe level and the SIL3 level guarantee a high contribution to risk reduction. The safety with which the amusement ride can be operated is correspondingly high.

According to an additional embodiment, the control unit and the stationary components of the securing device are combined to form a physical unit. In principle, the functions of the securing device and of the control unit can be distributed over different subunits which can be arranged spatially separate from one another. To that extent, the terms "securing device" and "control unit" should not be understood to mean that they have to be units that are structurally connected. For example, the detection means, which can work optically or inductively, for example, can be arranged spatially separate from an analysis element which analyzes the signals of the detection means and generates the state signal. The transmission of the state signal to the employees of the amusement ride in turn can be assumed by another unit.

However, it is possible in particular to combine the control unit and the stationary components of the securing device in the safety switch. Stationary components should be

understood to mean components which are installed fixed in place in the rider holder or which move on a predetermined track between precisely definable positions within the rider holder.

For example, the counter element does not form a stationary component, since it has to be mobile relative to the holding element without its track being predetermined. The holding

5 element is mobile on a predetermined path between two precisely definable positions within the rider holder and therefore forms a stationary component in spite of its mobility.

The combining of the stationary components of the securing device and of the control unit to form a physical unit has advantages particularly during the installation, since the connection by cable of the control unit and of the different components of the securing device
10 is dispensed with or at least considerably simplified. In addition, the logistics and storage are simplified, since only one physical unit has to be stocked and not a larger number of individual components.

Although it is possible to combine all the stationary components of the securing device and the control unit and thus their functions to form a physical unit, it can be advantageous in
15 the individual case to have one or more functions be performed by one or more elements arranged outside of the physical unit. The type and the number of functions performed by elements arranged outside of the physical unit are here freely selectable.

In an additional embodiment, the counter element can interact with the holding element in a self-opening manner. Interacting in a self-opening manner here is understood to
20 mean that, when the securing device is put into the unlocked state, the counter element is not only released but also moved away from the holding element in the process. This can be achieved, for example, in that, when the counter element is moved with respect to the holding element, a spring which interacts with the counter element is pretensioned and which, in the

locked state, is kept pretensioned by the holding element, and, in the released state, is released.

During the release, the spring moves the counter element away from the holding element.

Thereby, the rider receives clear feedback indicating that the securing device has been

unlocked. The rider himself/herself does not have to do anything in this regard. In addition, the

5 rider is prevented from waiting for the unlocking to occur when it has already occurred

unbeknownst to him/her. The rider is thereby encouraged to exit the rider holder immediately

after the unlocking has occurred. As a result, the throughput ridership of the amusement ride is

increased.

According to another embodiment, the counter element is formed as a belt latch which

10 is fastened to a belt connected to the restraining device or the rider holder. Belt systems with

belt latches and belts as tensile force transmission means are cost effective to procure, reliable

during operation, and easy to operate and exchange.

An additional embodiment is characterized in that the belt comprises a belt length

adjustment device. A belt length adjustment device makes it possible for the rider and/or the

15 employee to adapt the effective belt length to his/her body measurements, so that he/she is

held, on the one hand, comfortably, and, on the other hand, safely in the rider holder.

An additional embodiment is characterized in that the belt, at its free end, forms a

handle section, in particular a belt loop. The handle section, in particular the belt loop,

facilitates the grasping of the belt and in particular the adjustment of the belt length. As an

20 alternative to the belt loop, an easily grasped object such as a ball can be incorporated in the

belt in order to create the handle section.

In an additional embodiment, the belt can be connected at its fixed end to a load

relieving element. Thus, it is possible to design the locking unit so that it absorbs most of the

forces acting on the restraining device during operation. The load relieving element ensures that the belt is operated during operation only under a clearly reduced load, whereby the wear of the belt is prevented. Accordingly, it needs to be replaced less frequently. The load relieving element itself can be fastened either on the rider holder or on a suitable site of the
5 vehicle.

In an additional embodiment, the rider holder comprises a locking unit with which the restraining device can be locked at least in the closed position. In this case, the restraining device is held in the closed position by two separate systems, so that a redundancy is created for the case in which the locking unit fails. In this case, the restraining device is held in the
10 closed position by the securing device.

In a further developed embodiment, the rider holder includes a testing unit, by means of which the functional capability of the locking unit can be detected, wherein the testing unit generates corresponding functional capability signals. For example, the locking unit can be operated hydraulically or pneumatically. By means of the testing unit, it can be determined
15 whether the locking unit is working correctly. Should this not be the case, the testing unit generates corresponding functional capability signals, so that in particular the employees of the amusement ride can take appropriate countermeasures. It should be pointed out here that the functional capability of the locking unit can also be checked without the testing unit, for example, by manual and/or visual inspection of the restraining device, which is performed by
20 the employees of the amusement ride.

A design of the invention relates to a vehicle for an amusement ride, which comprises at least one rider holder according to any one of the preceding embodiments.

The technical effects and advantages which can be achieved with the proposed vehicle correspond to those that were explained for the present rider holder. In summary, it should be pointed out that the vehicle can be operated with increased safety and fewer rider-caused delays, since tampering with the securing device on the part of the riders is made more
5 difficult or impossible.

In an additional design, the vehicle can comprise at least two of the rider holders and a communication system communicating with the control unit, by means of which the state signals can be associated unequivocally with the control unit of the rider holder in question. The control unit is provided with an identification which can be read by the communication
10 system and which enables an association of the control unit with the rider holder controlled by it. Thereby, the employees of the amusement ride receive information on which securing devices are in the locked state and which are not. For the case in which an intervention of the employees may be necessary, a long search is dispensed with. Delays in the operating procedure are kept low thereby.

15 In an additional design, the communication system communicates with the testing unit in such a manner that the functional capability signals of the testing unit can be associated with the rider holder in question. As mentioned, by means of the testing unit, it can be determined whether the locking unit is working correctly. Should this not be the case, the testing unit generates corresponding functional capability signals, so that in particular the
20 employees of the amusement ride can take corresponding countermeasures. The testing unit as well is provided with an identification which can be read by the communication system and which enables an association of the testing unit with the rider holder checked by it. For the

case in which an intervention of the employee may be necessary, a long search is dispensed with. Delays in the operating procedure are kept low thereby.

A design of the invention relates to a method for operating a vehicle according to one of the preceding designs, comprising the following steps:

- 5 – moving of the restraining device into the closed position,
- fixing of the restraining device in the closed position by means of the securing device which has been moved into the locked state, and
- redundant and fail-safe detection of whether the securing device is in the locked state by means of the detection means and generating of a corresponding state signal by means of
- 10 the control unit.

The technical effects and advantages which can be achieved with the proposed method correspond to those that were explained for the present rider holder. A point to be emphasized is that with the proposed method it is possible to get information on the functional capability of the detection means, and, already in the case of a failure of one of the redundantly designed

15 detection means, to obtain a corresponding message based on the state signals, so that countermeasures can be taken immediately or promptly.

The method for operating a vehicle according to the present invention further comprises that

- the securing device can only be transferred into the locked state by authorized
- 20 persons and
- tamper-proof detection of whether the securing device is in the locked state by means of the tampering detection means and generating a corresponding signals by the control unit.

The vehicle in question can be operated with increased safety and with fewer rider-caused delays, since tampering with the securing device on the part of the riders is made more difficult or impossible.

In an additional design, the method comprises the following steps:

- 5 – checking of the functional capability of the locking unit and generating of corresponding functional capability signals by means of the testing unit.

In this design, it can be detected whether the locking unit is working correctly. Based on the functional capability signals, the employees of the amusement ride have current information on the state of the locking unit.

- 10 When a locking unit is not working correctly, countermeasures can be taken immediately, whereby the operational safety is increased.

In an additional design, the method comprises the following steps:

- associating of the functional capability signals of the rider holder in question by means of the communication system, and
- 15 – for the case in which the functional capability of the locking unit of the rider holder in question is not present, blocking of the rider holder in question by fixing the restraining device in the closed position.

- Via the communication system, it is possible to immediately identify the rider holder, the locking unit of which is not working correctly. In this case, the rider holder in question is
- 20 blocked so that it can no longer be used by a rider. This can occur in that the restraining device is brought by means of a rope into a position, in which the access to the holding portion of the rider holder is blocked. Thereby, it is prevented that the rider holder in question is used in

spite of the incorrectly operating locking unit. Nevertheless, the remaining rider holders, the locking units of which are working correctly, can continue to be used.

In known amusement rides, all the securing clips of a row of rider holders of a vehicle are actuated by the same hydraulic circuit. Usually, at least four rider holders are arranged in a row. When the locking unit for a rider holder is not working correctly, the entire row of the rider holders has to be shut down, whereby the capacity of the amusement ride is considerably reduced.

As proposed, only the rider holders who are actually concerned are shut down. The rider holder which is not working correctly can be repaired or exchanged after closure of the operation. The capacity of the amusement ride is thereby limited only to the absolutely necessary extent.

A further developed design of the invention comprises the following steps:

- fixing of the restraining device in the closed position by locking the securing device.

Since the securing device is present in any case, it can be used for the case in which the locking unit is not working correctly, in order to fix the restraining device in the closed position and in order to prevent the rider from being allowed to access the rider holder in question. Additional means for fixing the restraining device in the closed position are not necessary. In addition, a control can be performed thereby to determine whether the rider holder which comprises a faulty locking unit has in fact been blocked. The communication system thus provides information on the functional capability of the locking unit and also on the state of the securing device. In case a locking unit is not working correctly, a ride can be started only if the securing device of the same rider holder is in the locked state. The locked state can then no longer be suspended until the closure of the operation.

A further developed design of the invention comprises the following steps:

- unlocking of the securing device and in particular of the safety switch,
- stepwise moving of the restraining device and in particular of the securing clip from the closed position, to the point that the counter element is no longer in contact with the

5 holding element, and

- when the counter element is no longer in contact with the holding element, moving of the restraining device and in particular of the securing clip into the open position.

As mentioned, the counter element can interact with the holding element in a self-opening manner, for the purpose of which, for example, a spring is pretensioned when the counter element is introduced into the securing device. During the loosening, the load on the spring is relieved, and the counter element moves away from the holding element. However, in this solution, the counter element may jump uncontrollably out of the securing device and hit the lining components of the vehicle or the riders or employees of the amusement ride. In order to prevent this, in this design of the method, first the securing device is unlocked and subsequently the counter element is pulled out stepwise out of the securing device by means of the securing clip, to the point that the counter element is no longer in contact with the holding element. For this purpose, the securing clip is moved from the closed position in the direction of the open position. In the process, the counter element is moved only slowly and in a controlled manner. If the counter element is far enough from the holding element, the securing clip can be moved into the open position. The information that the counter element is far enough from the holding element can be generated via the setting of the securing clip or via the tampering detection means. For example, when the safety switch can no longer detect the

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RFID chip, this can be evaluated as information indicating that the securing clip can be moved in the open position.

If necessary, the securing clip can still be held for a certain time, if the counter element has not been completely pulled out of the securing device, for example, to let pendulum
5 movements of the counter element abate, and not to further amplify said pendulum movements by moving the securing clip into the open position.

An implementation of the invention relates to an amusement ride with a vehicle according to one of the above-described designs, wherein the vehicle can be operated with a method according to one of the embodiments explained above.

10 The technical effects and advantages which can be achieved with the proposed amusement ride correspond to those that have been explained for the present rider holder, the proposed amusement ride and the present method. In summary, it should be pointed out that the vehicle can be operated with increased safety and with fewer rider-caused delays, since tampering with the securing device on the part of the riders is made more difficult or
15 impossible.

Exemplary embodiments of the invention are explained in greater detail below in reference to the appended drawings. In the drawings:

Figure 1 shows an embodiment example of a rider holder according to the invention using a perspective representation,

20 Figure 2 shows the rider holder represented in Figure 1 using a front view,

Figure 3 shows a cross-sectional representation of the rider holder along the section plane A-A defined in Figure 2,

Figure 4 shows an enlarged representation of the area X marked in Figure 3,

Figure 5 shows a general top view of a counter element according to the invention,

Figure 6 shows a general top view onto an amusement ride which has a number of the rider holders according to the invention,

5 Figure 7a shows a proposed securing device in the locked state, and

Figure 7b shows the securing device represented in Figure 7a in the unlocked state, in each case in a perspective view.

In Figures 1 to 3 an embodiment example of the rider holder 10 according to the invention is shown using different views. The rider holder 10 is arranged on a vehicle 12 which is represented in Figure 6 and which is part of an amusement ride 14.

The rider holder 10 comprises a holding portion 16 which, in the represented embodiment example, is designed as a rider seat which has a seat surface 18 (see Figure 3), a back rest 20, and two armrests 22. In addition, the rider holder 10 comprises a restraining device 24 which comprises a securing clip 25 which is rotatably mounted on the rider holder 10 and which can be adjusted by means of an adjustment device 26 between an open position, not represented, and a closed position shown in Figures 1 to 3. In the represented embodiment example, the adjustment device 26 is configured so that it can detect the security bracket 25 in the open position and in the closed position. To that extent, the adjustment device 26 is also used as a locking unit 28. For this purpose, the adjustment device 26 or the locking unit 28 is connected, for example, to a hydraulic system, not represented.

In the open position, the holding portion 16 is accessible to the rider so that he/she can sit down in the holding portion 16 or climb out of it again.

The securing clip 25 comprises a thigh pad 30 which, in the closed position, is in contact with the thigh of the rider, not represented, sitting in the holding portion 16.

In addition, the rider holder 10 according to the invention includes a securing device 32 which can be seen well particularly in Figures 3 and 4. In the represented embodiment
5 example, the securing device 32 is a holding element 34 and a counter element 36, wherein the holding element 34 is formed as a protrusion 38 which is arranged on a safety switch 40. The counter element 36 is designed as a belt latch 42 which is connected to a belt 44 and which forms an opening 45 (see Figure 5). In addition, a belt length adjustment device 46 is provided, which fixes the belt 44 to a selectable length. Moreover, the belt 44, on its free end,
10 forms a handle section 48 which is implemented here as a belt loop. On its end facing the free end, the belt 44 is fastened by means of a load relieving element 50 on the rider holder 10.

The safety switch 40 is arranged in the thigh pad 30 of the securing clip 25. With the help of the safety switch 40, the holding element 34 can be moved axially. The holding element 34 can engage in a positive-locking manner in a first end position in the opening 45 of
15 the belt latch 42, while, in a second end position of the holding element 34, no positive-locking engagement is possible.

In the safety switch 40, a control unit 52 is integrated, which comprises detection means 55, by means of which, in a redundant and fail-safe manner information, can be obtained on whether the securing device 32 is in the locked state. Moreover, the control unit
20 52 comprises tampering detection means 53, with which it can be determined in a tamper-proof manner whether the securing device 32 is in the locked state or not. The tampering detection means 53 comprise identification means 54, arranged on the counter element 36, which can be designed, for example, as an RFID chip. The control unit 52 of the safety switch

40 can here read the identification means 54 and consequently detect whether the correct counter element 36 has been introduced into the securing device 32. In addition, the safety switch 40 can detect whether the holding element 34 engages in fact in a positive-locking manner in the counter element 36. The securing device 32 is located only in the locked state if
5 the holding element 34 engages in the counter element 36 which has been identified as correct. The safety switch 40 forms a physical unit, in which the control unit 52 and the stationary components of the securing device 32 are combined.

Moreover, the rider holder 10 comprises a testing unit 56, with which it can be checked whether the locking unit 28 is working correctly or not. According to the invention, the
10 amusement ride 14 can also be operated without the testing unit 56. In this case, the functional capability of the locking unit 28 is checked by the employee of the amusement ride 14 in particular by visual inspection.

The amusement ride 14 is provided with a communication system 58 which is shown in Figure 6. The communication system 58 is in connection with a control unit 60 of the
15 amusement ride 14 as well as with the control unit 52 and with the testing unit 56. The control unit 60 is usually arranged in a building 61, in which an employee responsible for the operation of the amusement ride 14 is working. In the building 61, a display 63 is arranged, which is connected to the control unit 60 and which displays all the relevant information with regard to the state of the amusement ride 12. In addition, a number of mobile terminals 62
20 such as wearables, tablets and/or the like, which are used by the employees of the amusement ride 14, are connected to the communication system 58.

Both the control unit 52 and also the testing unit 56 each comprise an identification which can be transmitted via the communication system 58 to the control unit 60, so that the

control unit 52 and the testing unit 56 can be unequivocally identified and associated with the rider holder 10 monitored by them.

The amusement ride 14 is described as follows: First, the restraining device 24 is moved by means of the adjustment device 26 into the open position, so that a rider has access
5 to the holding portion 16 of the rider holder 10. After the rider has sat down in the holding portion 16, the restraining device 24 is moved by the adjustment unit 26 into the closed position. The adjustment between the open position and the closed position can alternatively also be performed by an employee of the amusement ride 14 or by the rider himself/herself. Subsequently, the restraining device 24 is fixed by means of the locking unit 28 in the closed
10 position. The employee of the amusement ride 14 checks that the securing clip 25 is applied close to the body and pulls on the securing clip 25 in order to identify incorrect positions and incorrect functions on the securing clip 25. Unless this has already been done, the employee or the rider pulls the belt 44 to its full length. Now the employee or the rider inserts the belt 44 with the belt latch 42 into the securing device 32, as represented in Figure 7a. The employee
15 or the rider can tighten and retighten the belt 44 by gripping the handle section 48.

The safety switch 40 checks whether the holding element 34 engages in a positive-locking manner in the belt latch 42. In addition, the safety switch 40 controls whether the belt latch 42 is the correct belt latch 42. At the same time, the safety switch 40 performs a self check in order to determine whether it is working correctly. When all the conditions have been
20 met, the safety switch 40 generates a state signal, according to which the securing device 32 is in the locked state, and the safety switch 40 is operating correctly. The communication system 58 transmits the state signal to the control unit 60 and/or the mobile terminals 62.

At the same time, the testing unit 56 checks to determine whether the locking unit 28 is working correctly. As already mentioned, the locking unit 28 can be operated hydraulically, so that the testing unit 56 can check, for example using a so-called A/B test, whether the hydraulic system has leaks and whether there is a volume loss. For the case in which the

5 locking unit 28 is working correctly, the testing unit 56 generates a corresponding functional capability signal. The functional capability signal is transmitted via the communication system 58 to the control unit 60 and/or to the mobile terminal 62.

In case the locking unit 28 is not working correctly, the A/B test leads in many cases to a deviation of the movements of the restraining device 24 and in particular of the securing clip

10 25, which can be felt or seen by the employees and/or the riders. For example, the securing clip 25 moves more slowly or more rapidly than the adjacent securing clips, comes to a stop at another site and/or does not remain in the closed position, when an employee of the amusement ride pushes the securing clip in a position close to the body into the closed position. Consequently, the employees and/or the riders can detect without a functional

15 capability signal generated by the testing unit 56 whether the locking unit 28 is working correctly or not. However, in addition, other irregularities on the rider holder 10 can also be detected, for example, a damaged thigh pad 30.

If the state signal indicates that the securing device 32 is in the locked state, the control unit 52 or the safety switch 40 is working error-free, and the functional capability signal

20 and/or the employees of the amusement ride 14 confirm(s) the functional capability of the locking unit 28, the control unit 60 generates a release signal, so that the ride of the vehicle 12 in question can start.

As soon as the ride has ended, the safety switch 40 moves the holding element 34 into the second end position, whereby the belt latch 42 is released. A counter element 36, in this case the belt latch 42, works in a self-opening manner together with the holding element 34. The result of this is that the belt latch 42 is shifted out of the securing device 32 as soon as the
5 holding element 34 has been removed from the opening 45 of the belt latch 42. The securing device 32 is then in a position which is shown in Figure 7b. Subsequently, the restraining device 24 is moved into the open position, so that the rider can exit the rider holder 10.

For the case in which the safety switch 40 detects that the securing device 32 is not in the locked state and/or the safety switch 40 detects a disturbance of its functional capability,
10 the safety switch 40 generates a state signal which points out this situation. This state signal is transmitted to the control unit 60 and to the mobile terminals 62, so that the employees of the amusement ride 14 can initiate corresponding countermeasures. Because the safety switch 40 has an unequivocal identification, information is available to the employees, indicating on which rider holder 10 the safety switch 40 in question is located. The employees can go
15 directly to the rider holder 10 in question.

For the case in which the testing unit 56 detects that the locking unit 28 is no longer working correctly, the testing unit 56 outputs a corresponding functional capability signal which is transmitted by means of the communication system 58 to the control unit 60 and the mobile terminal 62.

20 As mentioned, the amusement ride 14 can also be operated without the testing unit 56. If the A/B test reveals a deviation of the rider holder 10 and in particular of the locking unit 28 from the target state, which can be seen or felt by the employees, the employee who detects the deviations can notify the employee sitting in the building 61, for example, by radio.

Mobile terminals 62 in the form of smartphones or tablets which communicate with the communication system 58 are not necessary.

As soon as the rider has exited the rider holder 10 in question, the restraining device 24 of this rider holder 10 is moved by an employee into the closed position and fixed by means of the securing device 32 in the closed position. For the case in which a testing unit 56 is present, the control unit 60 can be configured so that the restraining device 24 can no longer be moved out of the closed position until the closure of the operation. For the case in which no testing unit 56 is present, the employee sitting in the building 61 can issue a command to the control unit 60, according to which the restraining device 24 should no longer be moved out of the closed position until the closure of the operation.

Consequently, the rider holder 10 which comprises the locking unit 28 that is no longer capable of operating remains inaccessible to the riders until the closure of the operation of the amusement ride 14. After closure of the operation, the defective locking unit 28 can be replaced.

List of reference numerals

	10	Rider holder
	12	Vehicle
5	14	Amusement ride
	16	Holding portion
	18	Seat surface
	20	Back reset
10	22	Armrest
	24	Restraining device
	25	Securing clip
	26	Adjustment device
	28	Locking unit
15	30	Thigh pad
	32	Securing device
	34	Holding element
	36	Counter element
20	38	Protrusion
	40	Safety switch
	42	Belt latch

	44	Belt
	45	Opening
	46	Belt length adjustment device
	48	Belt loop
5		
	50	Load relieving element
	52	Control unit
	53	Tampering detection means
	54	Identification means
10	55	Detection means
	56	Testing unit
	58	Communication system
	60	Control unit
15	61	Building
	62	Mobile terminal
	63	Display

Patentkrav**1. Passagersæde til en forlystelse (14), omfattende**

- et sædeafsnit (16) til optagelse af en passager,
- en holdeindretning (24), som kan indstilles mellem en åben stilling, i
- 5 hvilken passagerens adgang til sædeafsnittet (16) er mulig, og en lukket stilling, i hvilken den i sædeafsnittet (16) optagne passager kan samvirke med holdeindretningen (24),
- en låsbar sikringsindretning (32), som i en låst tilstand fikserer holdeindretningen (24) i den lukkede stilling og i en ulåst tilstand frigiver
- 10 holdeindretningen (24),
- en styreenhed (52), der har påvisningsmidler (55), med hvilke det redundant og fejlsikkert kan fastslås, om sikringsindretningen (32) befinder sig i den låste eller den ulåste, idet styreenheden (52) frembringer tilsvarende tilstandssignaler,

15 kendetegnet ved, at

- sikringsindretningen (32) kun kan overføres til den låste tilstand af autoriserede personer, og
- styreenheden (52) har manipulationspåvisningsmidler (53), med hvilke det manipulationssikkert kan fastslås, om sikringsindretningen (32)
- 20 befinder sig i den låste eller den ulåste tilstand.

2. Passagersæde ifølge krav 1,

- kendetegnet ved, at** sikringsindretningen (32) har et på passagersædet eller på holdeindretningen (24) fastgjort holdeelement (34) og et i forhold til
- 25 holdeelementet (34) bevægeligt modelement (36),
- idet modelementet (36) i sikringsindretningens (32) låste tilstand holdes faststående af holdeelement (34), og manipulationspåvisningsmidlerne (53) i det mindste omfatter på modelementet (36) anbragte identifikationsmidler (54), der kan udlæses af styreenheden (52).

30

3. Passagersæde ifølge krav 2,

- kendetegnet ved, at** sikringsindretningen (32) omfatter en styrbar sikkerhedskontakt (40), som samvirker med holdeelementet (34) til fiksering og

frigivelse af holdeindretningen (24).

4. Passagersæde ifølge et af kravene 2 eller 3,

kendetegnet ved, at holdeelementet (34) dannes af sikkerhedskontakten (40).

5

5. Passagersæde ifølge et af de foregående krav,

kendetegnet ved, at styreenheden (52) og især sikkerhedskontakten (40) er indrettet således, at det på PLe-niveau eller SIL3-niveau kan fastslås, om sikringsindretningen (32) befinder sig i den låste tilstand.

10

6. Passagersæde ifølge et af de foregående krav,

kendetegnet ved, at styreenheden (52) og sikringsindretningens (32) stationære komponenter er kombineret til et modul.

15 **7.** Passagersæde ifølge krav 2 og et af kravene 3 til 6,

kendetegnet ved, at modelementet (36) samvirker selvåbnende med holdeelementet (34).

8. Passagersæde ifølge krav 2 og et af kravene 3 til 7,

20 **kendetegnet ved, at** modelementet (36) er udformet som en seletunge (42), som er fastgjort til en med holdeindretningen (24) eller passagersædet forbundet sele (44).

9. Passagersæde ifølge krav 8,

25 **kendetegnet ved, at** selen (44) omfatter en selelængdeindstillingsindretning (46).

10. Passagersæde ifølge et af kravene 8 eller 9,

kendetegnet ved, at selen (44) ved sin frie ende danner et gribeafsnit (48),

30 især en seleløkke.

11. Passagersæde ifølge et af kravene 8 til 10,

kendetegnet ved, at selen (44) ved sin faste ende er forbundet med et aflastningselement (50).

35

- 12.** Passagersæde ifølge et af de foregående krav,
kendetegnet ved, at passagersædet har en standsningsenhed (28), med hvilken holdeindretningen (24) kan standses, i det mindste i den lukkede stilling.
- 5 **13.** Passagersæde ifølge krav 12,
kendetegnet ved, at passagersædet omfatter en prøveenhed (56), med hvilken standsningsenhedens (28) funktionsdygtighed kan fastslås, idet prøveenheden (56) frembringer tilsvarende funktionsdygtighedssignaler.
- 10 **14.** Køretøj til en forlystelse (14), som har mindst et passagersæde (10) ifølge et af de foregående krav.
- 15.** Køretøj ifølge krav 14,
kendetegnet ved, at køretøjet (12) har
- 15 - mindst to af passagersæderne (10), og
 - et med styreenheden (52) kommunikerende kommunikationssystem (58), med hvilket styreenhedens (52) tilstandssignaler entydigt kan tilordnes det pågældende passagersæde (10).
- 20 **16.** Køretøj ifølge krav 15,
kendetegnet ved, at kommunikationssystemet (58) kommunikerer med prøveenheden (56), således at prøveenhedens (56) funktionsdygtighedssignaler kan tilordnes det pågældende passagersæde (10).
- 25 **17.** Fremgangsmåde til at drive et køretøj ifølge et af kravene 14-16, omfattende følgende trin:
- bevægelse af holdeindretningen (24) til den lukkede stilling,
 - fiksering af holdeindretningen (24) i den lukkede stilling ved hjælp af sikringsindretningen (32), som er blevet forskudt til den låste tilstand, og
- 30 - redundant og fejlsikker bestemmelse af, om sikringsindretningen (32) befinder sig i den låste tilstand, ved hjælp af påvisningsmidlerne (55) og frembringelse af et tilsvarende tilstandssignal ved hjælp af styreenheden (52),
- kendetegnet ved, at:**

- sikringsindretningen (32) kun af autoriserede personer kan overføres til den låste tilstand, og
 - det manipulationssikkert kan fastslås, om sikringsindretningen (32) befinder sig i den låste tilstand, ved hjælp af
- 5 manipulationspåvisningsmidlerne (53) og frembringelse af et tilsvarende signal ved hjælp af styreenheden (52)

18. Fremgangsmåde ifølge krav 17, omfattende følgende trin:

- afprøvning af standsningsenhedens (28) funktionsdygtighed og
- 10 frembringelse af tilsvarende funktionsdygtighedssignaler ved hjælp af prøveenheden (56).

19. Fremgangsmåde ifølge krav 18, omfattende følgende trin:

- tilordning af det pågældende passagersædes (10)
- 15 funktionsdygtighedssignaler ved hjælp af kommunikationssystemet (58),
- i det tilfælde, at standsningsenhedens (28) funktionsdygtighed for det pågældende passagersæde (10) ikke er fundet, spærring af det pågældende passagersæde (10) ved fiksering af holdeindretningen (24) i den lukkede stilling.

20

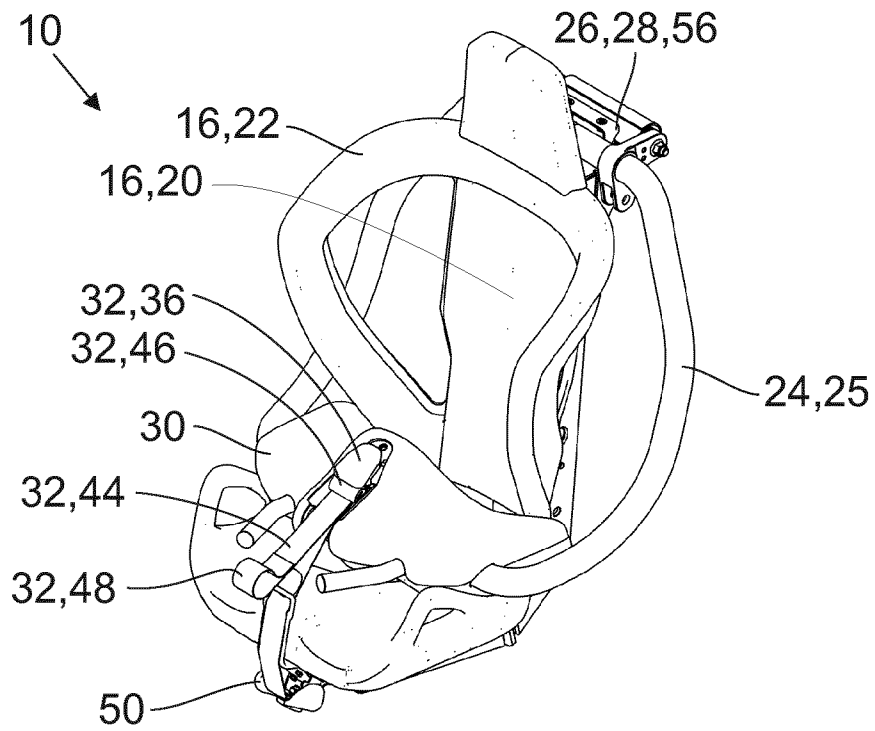
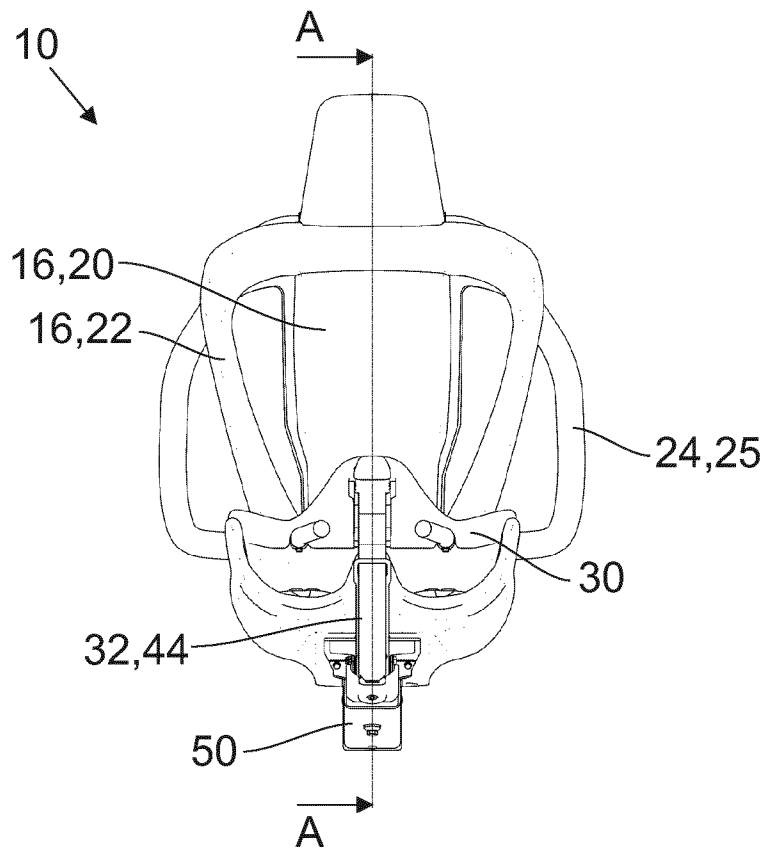
20. Fremgangsmåde ifølge krav 19 omfattende følgende trin:

- fiksering af holdeindretningen (24) i den lukkede stilling ved låsning af sikringsindretningen (32).

25 **21.** Fremgangsmåde ifølge et af kravene 17 til 20, omfattende følgende trin:

- oplåsning af sikringsindretningen (32) og især af sikkerhedskontakten (40),
 - skridtvis bevægelse af holdeindretningen (24) og især af sikringsbøjlen (25) ud fra den lukkede stilling, indtil modelementet (36) ikke længere er i
- 30 kontakt med holdeelementet (34), og
- når modelementet (36) ikke længere er i kontakt med holdeelementet (34), bevægelse af holdeindretningen (24) og især af sikringsbøjlen (25) til den åbne stilling.

22. Forlystelse (14) med et køretøj (12) ifølge et af kravene 14-16, idet køretøjet (12) kan drives med en fremgangsmåde ifølge et af kravene 17-21.

**Fig.1****Fig.2**

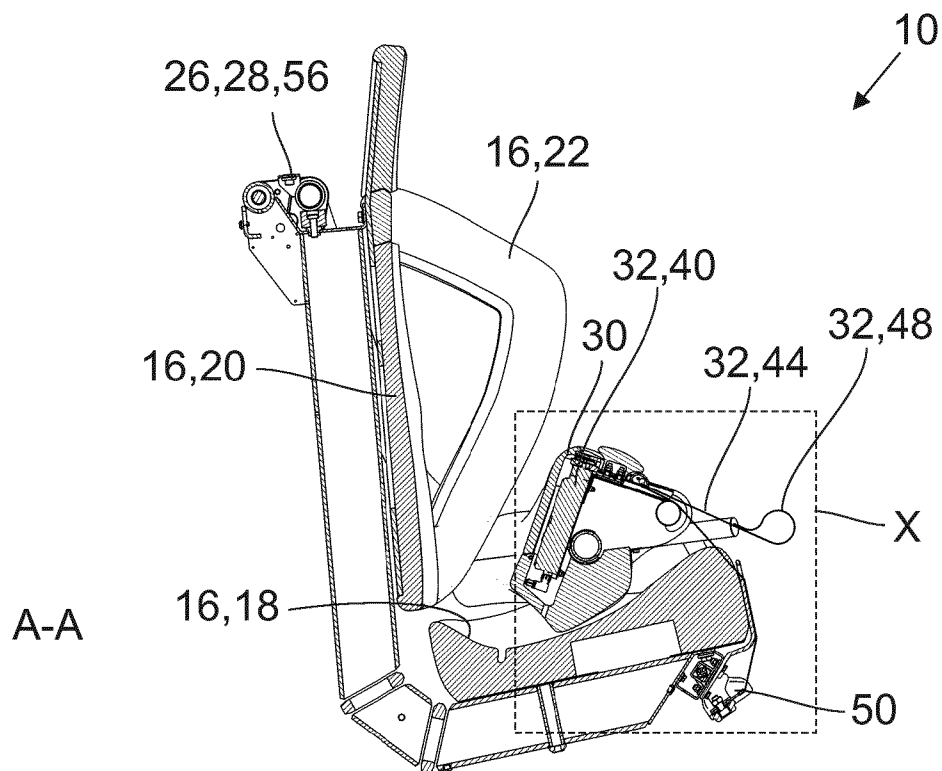


Fig.3

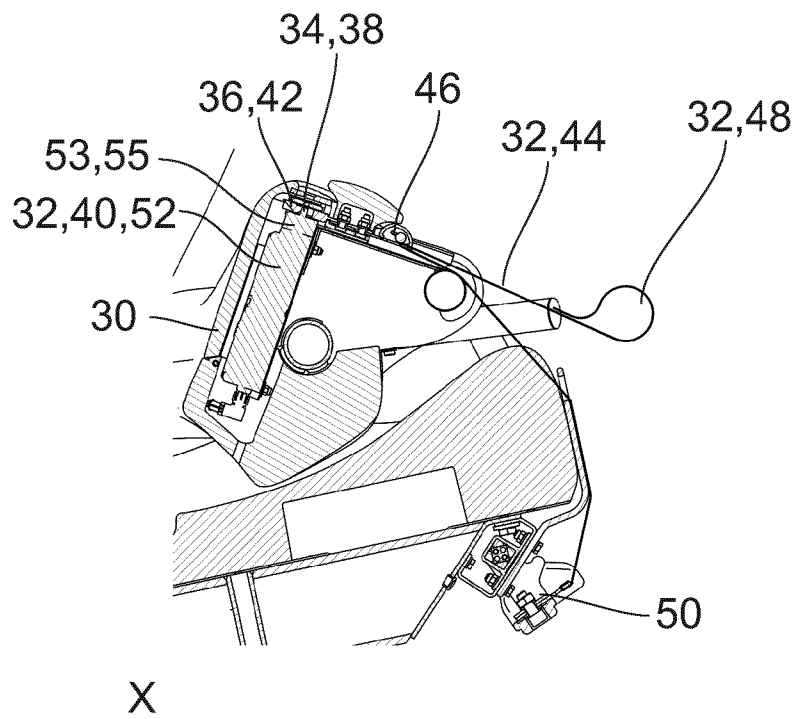


Fig.4

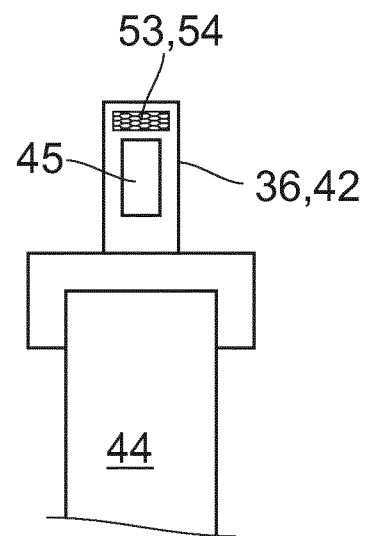


Fig.5

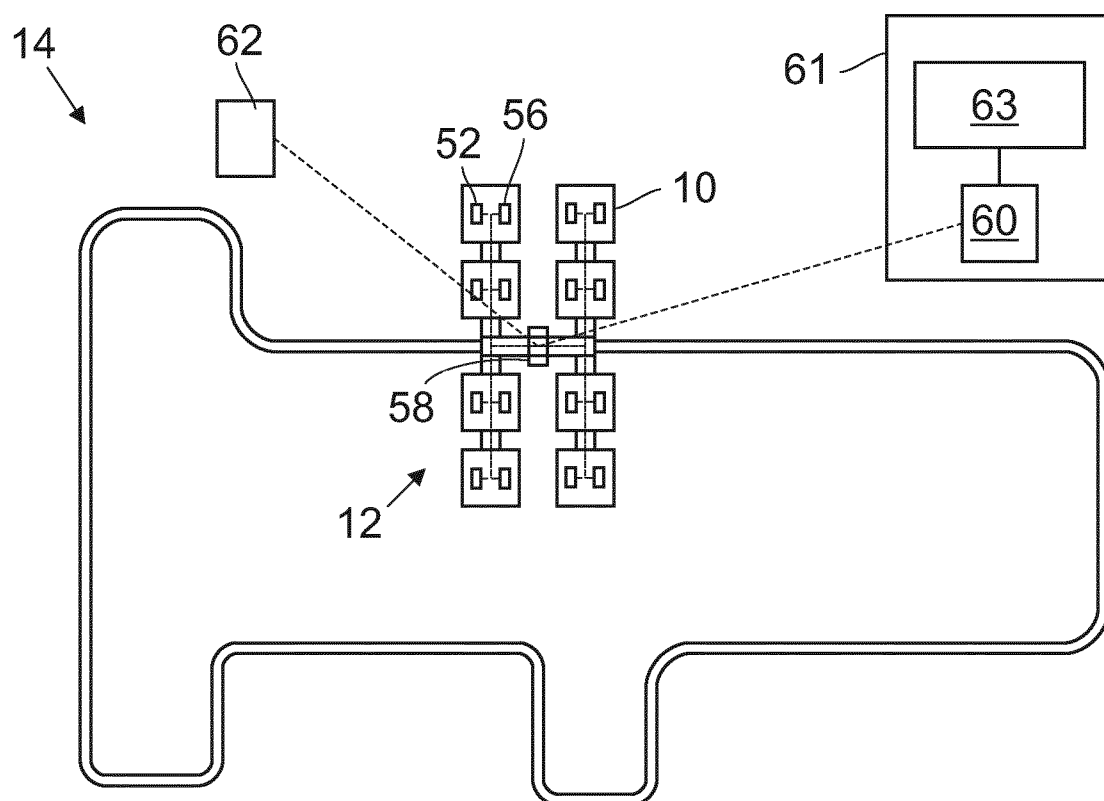


Fig.6

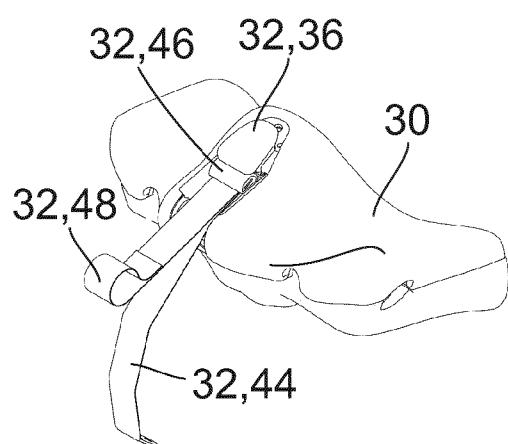


Fig.7a

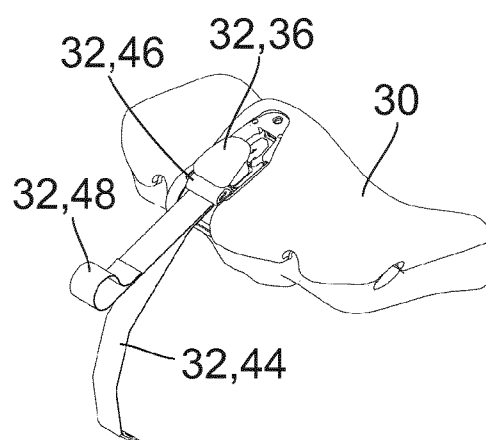


Fig.7b