

ZAMBONI • NEWS LETTER

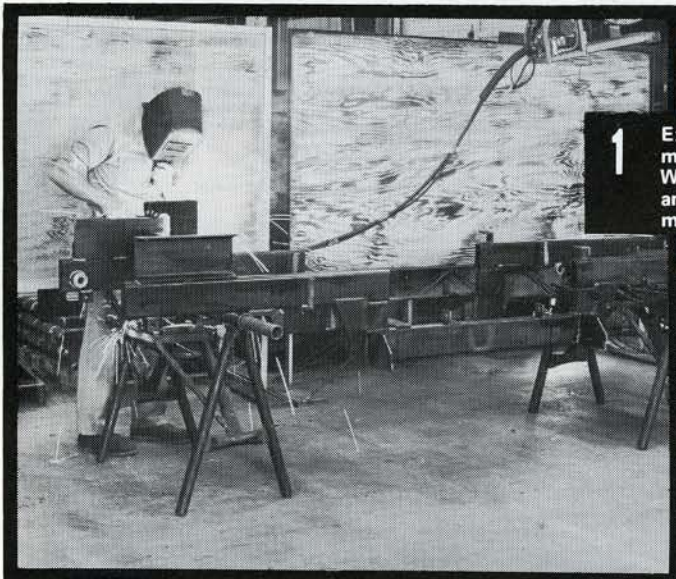


As expressed in earlier Newsletters, our readers have an open invitation to visit our office and plant in Paramount and we have often had the pleasure of having some of you as our guests. We appreciate these opportunities and felt it might be possible through this Newsletter to show all of you our facility by highlighting a number of the operations involved in the production of our Zamboni® Model HDB Ice Resurfacers.

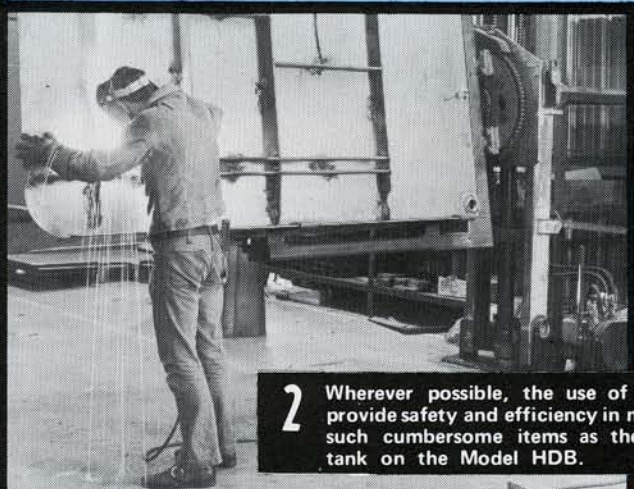
We hope you will enjoy this brief pictorial 'tour' and that it will give you more of an inside view of ZAMBONI and how the Model HDB is manufactured.

... Frank and Richard





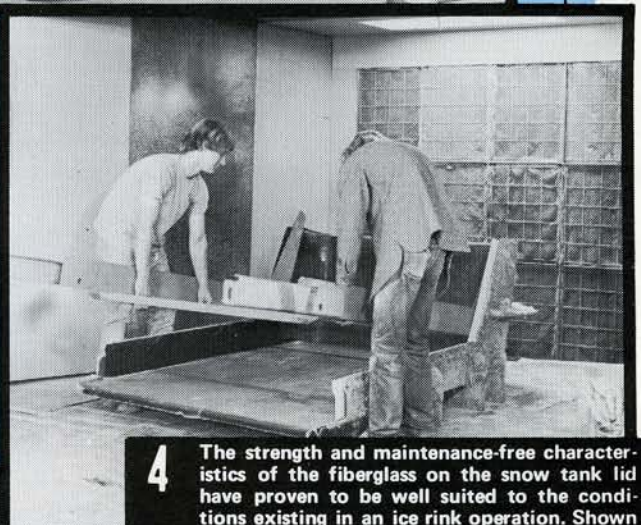
1 Except for components supplied by other manufacturers, most all parts begin in the Weld Shop. The tubular frame shown at left is an example of a basic structure composed of many subparts.



2 Wherever possible, the use of handling jigs provide safety and efficiency in manufacturing such cumbersome items as the large dump tank on the Model HDB.



3 Care is taken to prepare welded parts for undercoating by grinding rough edges and dressing welds.



4 The strength and maintenance-free characteristics of the fiberglass on the snow tank lid have proven to be well suited to the conditions existing in an ice rink operation. Shown above is the steel framework that is manufactured in the shop and then bonded into the fiberglass shell.

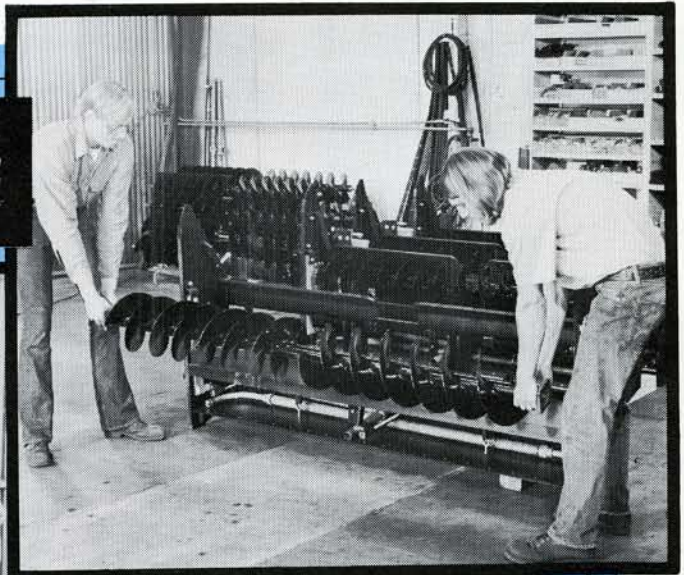


5 Resistance to rust is the reason for having the ice making water tanks completely galvanized.



6 The design of the Model HDB permits sub-assembly construction; allowing ease of assembly and servicing. Shown above are the engine and hydraulic drive components being readied for their assembly.

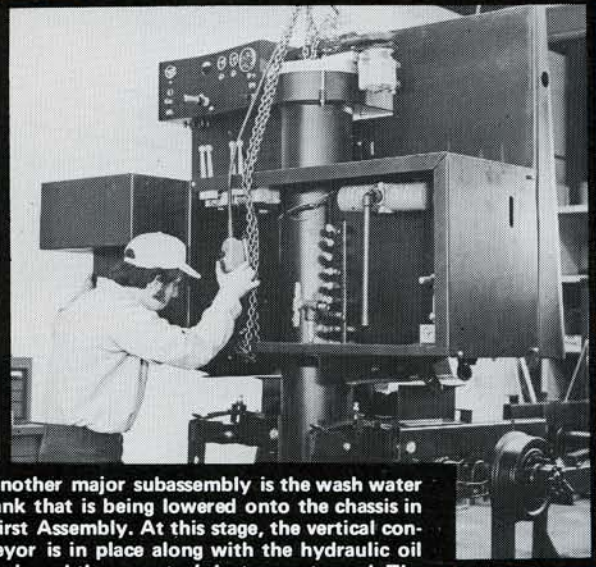
7 The conditioner is shown in its final stage of assembly including the horizontal conveyor screw and the ice washing components. The horizontal screw as well as the vertical screw is coated with a special epoxy based paint to reduce ice buildup.



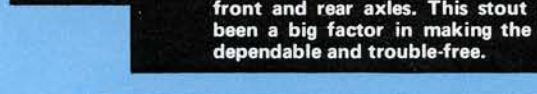
8 The vertical conveyor housing is cadmium-plated inside and out to eliminate rust. The double-flighted conveyor screw is assembled after having been balanced.



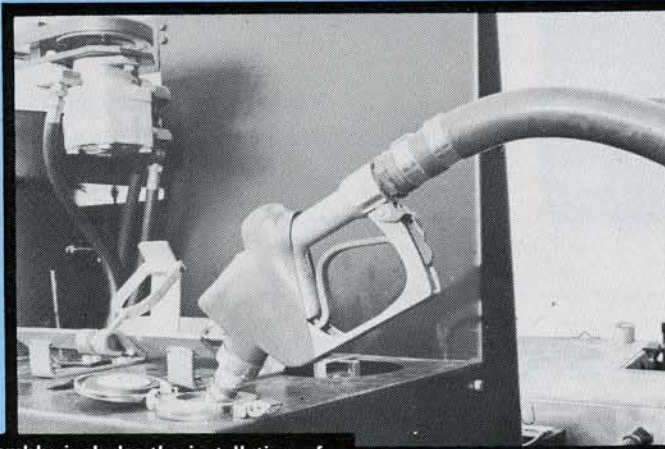
9 Another major subassembly is the wash tank that is being lowered onto the chassis in First Assembly. At this stage, the vertical conveyor is in place along with the hydraulic oil tank and the operator's instrument panel. The lift bar for the conditioner with its down pressure springs are already attached to the frame.



10 The 'heart' of the machine is lowered onto the chassis frame. This subassembly includes the engine, hydraulic pump, hydrostatic transmission and the transfer case to drive the front and rear axles. This stout package has been a big factor in making the Model HDB dependable and trouble-free.



12 Second Assembly includes the installation of the galvanized tanks, the snow tank, fenders and panelling. Following the placement of the water tanks on the chassis all water systems are tested for leaks.



11 Several inspections and tests are conducted on the new machine as it takes shape. One major inspection occurs as soon as the chassis is driveable and this includes checking the correct installation of all undercarriage components. The machine is also given a roadtest and is then delivered to the Second Assembly area.



13

After the dump tank has been properly located on the chassis, the fenders are bolted in place. The machine is then given another detailed inspection and delivered to the Paint Department.



14

The resurfer is partially disassembled for painting. The snow tank is shown being sprayed in our heated paint booth.



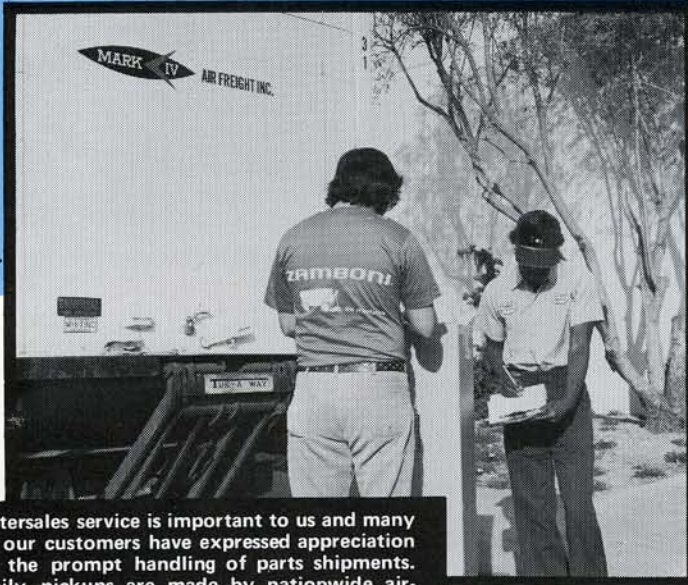
15

A final inspection of the reassembled machine is made prior to preparation for shipment.



16

The finished Model HDB is driven into a transport van and secured for shipment. The above machine is being sent to one of our customers in the United States. Overseas shipments are loaded on the same lift into shipboard containers.



17

Aftersales service is important to us and many of our customers have expressed appreciation of the prompt handling of parts shipments. Daily pickups are made by nationwide air-freight and truck transport carriers.

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