



Small rubber-tired wheel rubs against steering wheel to automatically steer the tractor.

AUTOMATICALLY STEERS STEERING WHEEL

New "Robotic Driver" For Tractors, Combines

"It automatically steers your tractor or combine with unbelievable accuracy," says Tri-R Innovations, Gibson City, Ill., of its revolutionary new "Robotic Driver."

Unlike previous guidance systems which tie into the internal steering system and are costly, complicated and limited pretty much to vegetable cropping, the Robotic Driver (patent pending) is amazingly simple and attractively priced at only \$2,999. It's an all electronic guidance system—no hydraulic hoses, valves or fittings—and uses a small rubber-tired wheel to steer the steering wheel.

The miniature wheel is powered by a small electric motor and gets its "steering instructions" from the control box to which it's attached.

A "cat whisker" type sensor is located up front between any two pairs of rows. There's also a sensor mounted on the tie rod which constantly monitors position of a steerable front wheel, and a third sensor which goes on the piece of mounted or trailing equipment to monitor position with respect to the rows.

"The system is easily installed on most any tractor or combine in about three hours," says inventor Ralph Baillie.

Unlike passive guidance systems, which

tell you which way to turn the steering wheel to keep "on target," the new Robotic Driver does the steering going through the field, leaving the operator free to drop the wheel while he monitors the workings of the equipment, watches for rocks, or whatever. An alarm sounds as the tractor or combine approaches the end of the field, alerting the driver to get ready to manually turn the rig around and into position for the next pass. As soon as the turn is made, it's back again to "hands off" steering as the automatic pilot takes over.

Baillie notes that the Robotic Driver system is easily switched from one piece of equipment to the next, such as from tractor to combine. "It's especially good for ridge farming. You never have to worry about staying on top of the ridge," Baillie points out. "It's much more accurate than you can manually steer, allowing you to speed up operations and even work at night without damaging the crop. Also, not having to constantly grip the steering wheel means less driver fatigue."

For more information, contact: FARM SHOW Followup, Tri-R Innovations Inc., 628 S. Sangamon, Gibson, City, Ill. 60936 (ph 217 784-8495).

TRAVELS AT HIGHWAY SPEEDS

Cut-Off Car Makes Good Auger Mover

You can turn any front-wheel drive car into a deluxe auger mover, according to Alberta farmer Ken Wise, who cut down a 1977 Honda Civic and married it up to a 10-in. by 50-ft. grain auger.

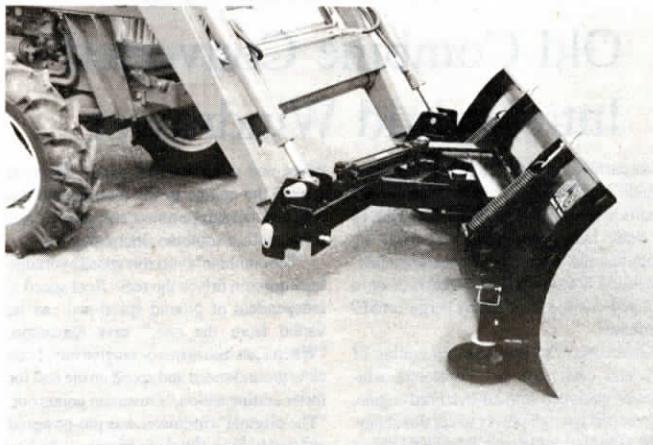
"One of the best things about using a car as an auger mover is that it can be driven down the road at 30 to 40 mph in a safe and stable manner. You can also tow it behind a truck by retracting the cylinder to raise the car off the ground," says Wise.

He cut the chassis of the car off behind the driver's seat and then built a frame back to the auger axle. The car engine is used only to power the car. A 37 hp. Wisconsin motor provides power to the auger, although Wise

says he plans to replace the auger drive with a large hydraulic-powered orbit motor.

The car has a 4-speed manual transmission. "I think it might work better if it had an automatic since you could creep around slower when setting up at a bin. You also would be able to put it into park to stabilize it," Wise told FARM SHOW.

A hydraulic control next to the driver's seat controls the 3 by 36-in. cylinder that raises and lowers the bottom end of the auger. It can also be used to lower the top end of the auger all the way to the ground for servicing and greasing. "That's a handy feature because you don't have to get up on a ladder," Wise notes.



"It's great for plowing snow," says Terry Anderson of his company's new spring-trip blade for loaders.

"GREAT FOR PLOWING SNOW"

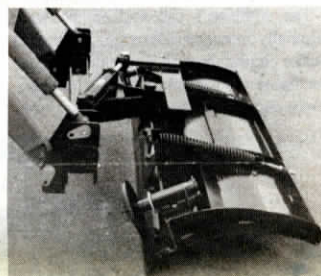
"Spring Trip" Blade For Front Loaders

"We've finally perfected the loader blade farmers all over the country have asked for," says Terry Anderson, designer-manufacturer of the "first ever" spring-trip blade for tractor front-loaders and skid steer loaders.

"It's great for plowing snow," says Anderson, president of AnBo Mfg., Colville, Wash. "If you're moving along at a pretty good clip and hit an unseen obstruction, the new adjustable spring-trip blade springs back to slide over the obstruction, then automatically springs back into place."

Full six-way hydraulic power provides "on the go" right or left blade angle adjustment up to 30°, and right or left tilt (up to 12 in.). Standard bolt-on mounting allows the blade to be used on more than one tractor or skid-steer loader. Optional Quick-Tach mounts for most loaders also available.

Comes in 7 widths (54 in. and 5, 6, 7, 8, 9 and 10 ft.). Blade height varies from 23.5 in. to 33 in. A 7 ft. wide spring-trip blade (29 in. high) sells for \$1,450.



Blade automatically springs back into position after passing over obstruction.

AnBo Mfg. also offers standard hydraulic-adjust blades without the new automatic spring-trip feature in 9 different sizes to fit front tractor loaders, skid steer loaders and track loaders from 15 to 130 hp.

For more information, contact: FARM SHOW Followup; AnBo Mfg.; Terry Anderson, Pres.; Box 397 M, Colville, Wash. 99114 (ph 509 684-3330).



Ken Wise cut car chassis off behind driver's seat, then built a frame back to the auger.

The auger winch is orbit motor driven, controlled by a 12-volt double acting orbit motor solenoid valve. The car's turn signal switch controls the valve to raise and lower the top end of the auger for positioning onto the bin.

When towed behind a 1/2-ton pickup,

with the car raised off the ground, the wheels clear the ground by about 6 in.

Wise plans to set up an 8-in. auger in the same way to use for unloading bins.

Contact: FARM SHOW Followup, Ken M. Wise, Box 219, Rockyford, Alberta T0J 2R0 Canada (ph 403 533-2254).