

## Heavy Duty Loader Tractor Built From IH 2-Ton Truck

"It's better than a conventional loader tractor because it goes much faster down the highway and can lift big round bales up to 20 ft. high," says Rein Grinding of Lyman, Nebraska. Workers at the custom hay grinding outfit converted a used 1980 International Harvester 2-ton truck into a "reversed", heavy-duty loader tractor. They use the rig every day to custom grind hay for local feedlots.

They started out with a Pepsi Cola 2-ton truck equipped with a DT 210 hp, 466 cu. in. diesel engine and an automatic transmission. They unbolted the box, then cut 8 ft. off the frame and reinforced it with additional steel. Then they mounted a new Deere front-end loader on back.

They cut off the back side of the truck's cab. Then they mounted the front side of a combine cab over the back of the cab.

What makes their "loader truck" unique is that it travels down the highway using the original transmission gears. That's different than other homemade loader trucks in which the rear end is flipped over to reverse the

transmission gears.

The truck has two steering systems, and the driver uses two separate sets of controls - the original ones for highway use, and another set of controls for operating the loader. The add-on controls came off the combine and include the combine's steering wheel and column, as well as a new brake, clutch and accelerator. To operate the add-on controls, the driver turns the truck's passenger bucket seat around and sits in it with his feet inside the combine cab.

The loader is powered by a hydraulic pump that's driven directly off the truck's crankshaft. A hydraulic control lever for the loader mounts next to the passenger seat.

There's a sloped metal toolbox in front of the cab, and a hydraulic reservoir behind it.

The company paid \$12,000 for the truck and \$14,000 for a new Deere loader. They spent another \$5,000 on hydraulic components which they bought at a local surplus center.

Contact: FARM SHOW Followup, Rein Grinding, Lyman, Neb.



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Brush Shark's double action shear works like a barber's clippers. Thanks to the double action, it doesn't bind up, as it can be stopped and reversed.

## Brush-Clearing "Clippers"

The Brush Shark was developed over several years by Mike Timme. Timme and his sons make a living clearing brush in Texas hill country. When they needed something fast and effective, they came up with the double action shear that works like a barber's clippers.

"Most tree shears are painfully slow and shredders are expensive and hard on tractors," explains Steve Marshall, Timme's partner in Brush Shark, Ltd., Austin, Texas. "There was really nothing on the market to shear off small diameter brush and trees. The Brush Shark clears large and small stems within 1/2 in. of the ground and does it fast."

Thanks to the double action, the Brush Shark doesn't bind up, as it can be stopped and reversed. Each stroke is controlled manually, cycling it left to right and back by moving the auxiliary control switch back and forth.

Shear plates are made from 1/2-in. armor steel top and have a 6-in. stroke side to side. Each plate has 9 shear points. It'll cut brush from 1/4 in. dia. up to 5 in. dia. The entire unit weighs about 700 lbs. and is priced at \$3,700 plus freight.

Marshall says the clipper will work on both skid steers and tractor loaders equipped with universal quick tach plates and a third hydraulic valve. The Brush Shark can operate on as little as 5 gpm hydraulic flow and safely handle up to 30 gpm.

"We already have units out in at least 15 states from New York to California and Texas to Minnesota. It's catching on fast," says Marshall.

Contact: FARM SHOW Followup, Brush Shark Ltd., 6301 E. Stassney Ln., Ste. 200, Austin, Texas 78744 (ph 512 263-6830; steve@pmount.com; www.brushshark.com).

## New-Style Quick Hitch Fits Over Drawbar

A patent pending 3-pt. hitch accessory invented by Allen Schwitzer of Melville, Sask., makes implement hook-ups hassle-free.

His "Quick Hitch" uses a hydraulic ram to slide a hitch mechanism back and forth on the drawbar, "grabbing" the pin on a wagon or implement. Schwitzer tested the unit on his farm for three years.

When the jaw is wide open, there's 4 in. of room to catch the implement's pin. And because the unit is located 8 in. farther back than the tractor's drawbar, the hitch point is easier to see.

The Quick Hitch has a safety hole in the bar, beside the sliding jaw. For highway and long-distance trips, a pin can be manually inserted into the hole, eliminating the possibility of the hitch opening accidentally.

The heavy-built unit is designed for use on tractors of up to 150 hp and works with any drawbar-compatible implement. Schwitzer has pulled a 30,000-lb. bale wagon load through snow with no problems.

It can be quickly transferred to another tractor since it simply pins in place on the drawbar.

Priced at \$893 (Can.) plus S&H, Schwitzer's invention comes complete with hydraulic cylinder and three pins.

A video demonstrating the Quick Hitch in action can be viewed at [www.checotahbisonranch.com](http://www.checotahbisonranch.com).

Contact: FARM SHOW Followup, Allen Schwitzer, R.R. 1, Melville, Sask., Canada



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Hitch can be easily transferred to another tractor since it just pins in place on drawbar.

S0A 2P0 (ph 306 728-4906; braveheartbisonranch@sasktel.net; [www.checotahbisonranch.com](http://www.checotahbisonranch.com)).

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