

# New Safety Tow Hitch “Better Than A Dually”

Get better braking, easier hitching, tighter turning and much more with the Automated Safety Hitch (ASH). Even the ride is better with the weight riding on the hitch instead of the towing vehicle. It acts as a drop axle, turning a single axle towing vehicle into something better than a dually at much less cost.

Aeronautical engineer Joe Jamieson designed the ASH after he started towing his own gooseneck trailer. It has got the specs of a front axle off a 1-ton truck, with hydraulic disc brakes that increase braking capacity of the towing vehicle by 50 percent.

“An automotive engineer told me that with the ASH in place, the towing vehicle retains 100 percent of its designed dynamic braking,” says Jamieson. “It also automatically integrates the braking systems of the towing vehicle, trailer vehicle and hitch.”

Not only is braking better with the Safety Hitch, so is hooking up a trailer. Jamieson’s Truck Frame Extension (TFE) bolts to the frame using existing holes and connects to the Safety Hitch with three lock pins.

Hooking up is made even easier thanks to the yoke-style hooking system with its own Warn winch. The operator backs the towing vehicle to within a few feet of the safety hitch and hooks a set of chains between the truck and ASH. The winch pulls the two together, locking the hitch pins.

Once the safety hitch is connected to the towing vehicle, the pivot point for the trailer is now at least 7 ft. behind the drive axle. This eliminates having to pull wide or worrying about cutting corners. The trailer’s rear axle tracks more closely to the towing vehicle’s rear axle.

Backing up without damaging fenders or cab is also easier. With the pivot point behind the tow vehicle, a driver can jackknife a trailer up to 145°, versus 90° with a standard connection.

Another advantage is that the gooseneck pivot point on the safety hitch is parallel with the ground, so animals riding in the trailer are now standing flat, instead of riding “uphill”. It’s one reason the Automated Safety Hitch was recently recognized with a safety award from an association of equine veterinarians. The hitch has also received awards from hospital emergency room doctors for its potential to decrease accidents and from independent automotive engineers for its dynamic braking effect.

For the past year, Safety Hitches have been sold direct from the company. Selling price starts at less than \$9,000.

“Everything is made in the U.S., and any replacement parts needed are available in any moderate sized town,” says Jamieson. “The Automated Safety Hitch is built with the same quality that we build for Boeing



Automated Safety Hitch acts as a drop axle, turning a single axle towing vehicle into something “better than a dually”.



As a fifth wheel support system (left), hitch duplicates the standard front axle on a 3/4 or 1-ton truck. Unit attaches to truck at 3 points with locking pins (right).

aircraft company.”

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Fusion Bumpers are built tough yet have a “street look” that complements the vehicle, says inventor Johnny Ramirez.

## After-Market Bumpers Offer Strength And Looks

Unhappy with after-market truck bumpers, Johnny Ramirez took his frustration to his shop, where he designed Fusion Bumpers.

“Bumpers on the market were tough, but they were bulky, sticking out and taking over the whole vehicle,” says Ramirez. “We wanted to add to the look of the truck.”

Laser cut and TIG welded at all visible joints, Fusion Bumpers use 1/4-in. thick center sections and 1/8-in. gussets for strength and support. All bumpers are sand blasted, acid dipped and primed for paint. The bolt-on units fit stock mounting holes.

“Our signature feature is the air vents,” says Ramirez. “They improve air flow to the radiator and intercooler. No one else offers anything like it.”

Another unique feature of the custom bumpers is the ability to reinstall the stock fog lights. The bumpers also feature integrated clevis tow mounts.

Fusion Bumper options include grill

guards, light bars and additional fog lights. Ramirez also offers rear bumpers.

“They’re made with 3/16-in. construction, but otherwise they’re made the same as our front bumpers,” he says. “They have a ‘street look’ that really complements the vehicle.”

Fusion Bumper units are available in raw steel, powder coated or primed. Ramirez says it makes more sense for customers to match paint colors exactly on site. Plus it’s too easy for painted bumpers to get dinged up during shipping.

Front bumpers start at \$1,095. Rear bumpers start at \$849. Fusion Bumpers ship throughout the U.S. and Canada. The company has three dealerships in Washington and Idaho and is looking for more dealers.

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“Mobile Clinic” attaches to front-end loader. If necessary, animal can be transported on a floor section that drops down by headgate

## “Catch And Carry” Mobile Cattle Pen

Clayton Rains got the idea for his “Mobile Livestock Clinic” after using a round bale ring attached to a loader to catch cows.

“Working on my dad’s cattle operation, I knew that roping or chasing hurt or sick cattle wasn’t good for them,” says Rains. “I figured there had to be a better way.”

He went on to design a combination catch pen and squeeze chute. Mounted on a front-end loader, the operator can easily catch up to a lame animal and set the corral over them. If necessary, the gate can be opened and the animal driven in to the catch pen. Either way, once inside the animal can’t get a head under a panel and lift it up to escape like often happens with a portable corral. The tractor loader holds it in place.

“It’s also a safe area for checking and tagging baby calves away from the mother,” he notes.

If transport or a squeeze chute is needed, a floor panel hinged to the loader side of the pen is dropped down on supports. Using the gate as a squeeze panel, the animal is moved onto the floor panel. With the gate locked in place, the floored area becomes a transport chute. Solid panels on the gate, sides and

end of the transport area protect the animal from getting a foot through the gate. They also protect anyone working with the animal from being kicked.

“Once the animal is in the chute, you can simply pick it up and carry it home,” explains Rains. “The first time I used one was to catch a bull that was injured and bring him home. It was easier and safer for him and us.”

Transport is not recommended unless the unit is equipped with the optional head gate. Other options include quick-tach couplers for a wide variety of loaders.

“Some people like them painted a certain color, and we do that too,” says Rains.

Rains sells his Mobile Clinic mostly by word of mouth. Satisfied users have been his best advertising, but since getting a patent on his invention, he’s looking for a manufacturer.

Base price on the Mobile Livestock Clinic is \$2,600.

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