

# Header Turns Forage Harvester Into Giant “Tree Combine”

You can harvest willow trees using a conventional forage harvester with this new hydraulically-driven willow header from a British company.

The CRL header fits a wide range of forage harvesters, with little modification required. It's designed for 500 to 600 hp forage harvesters. CRL is working with Deere to further develop the tree harvesting system. In 2010, they expect modifications will make the header also capable of harvesting poplar.

The company has fitted heads to Claas harvesters in the UK, and to a New Holland unit at State University of New York (SUNY) in Syracuse.

Produced by Coppice Resources Ltd., the new model can harvest up to 150 tons per day of chipped wood. Company representative

Mark Paulson says the trees are best cut when they're about 4 in. in dia. and 4-in. stumps are left on the ground.

The price for the header, including full fitting, is around \$158,798 U.S. (£97,500), plus cost of importation from the UK.

The company has had tremendous interest in the header from around the world.

It's available for sale through Deere dealers who are supported by the CRL team's know-how and experience.

To see a video of the unit at work, search “SRC willow harvester” at YouTube.

Contact: FARM SHOW Followup, Coppice Resources Ltd., Sutton Grange Farm, Sutton-cum-Lound, Retford, DN22 8SB (ph 011 44 01777 816265; info@coppiceresources.co.uk; www.coppiceresources.co.uk).



Hydraulically-driven willow header fits a wide range of forage harvesters. It can harvest up to 150 tons per day of chipped wood.



Duane Bartok and friend Ken Hudacek came up with a way to reverse the flow whenever a plug-up occurs on pull-type haybines.

## “Reverser” For Pull-Type Haybines

Duane Bartok needed an easy way to deal with haybine plugups. While most self-propelled haybines are set up to reverse flow when a plug occurs, pull-types like his have single direction hydraulic drives.

“I have a 76-year-old and a 15-year-old that run my mower-conditioner,” says Bartok. “Neither one was able to deal with a bad plug. That meant they had to call me and sit idle until I got there.”

Bartok and a close friend, Ken Hudacek, decided to find a solution to the problem. “Ken thought he could reverse the flow on our Model 1475 New Holland,” says Bartok. “We put together a system with a splitter valve and other components, and it has worked well for us. At first the reels didn't reverse, but then we figured out the adjustments needed.”

Now when a plug occurs, his operators hit a switch in the cab, and the haybine components go into reverse. Once the plug has been expelled, they flip the switch back and resume travel.

“I have heard that Hesston may be offering the feature on new machines, but New Holland doesn't and neither does MacDon,”

says Bartok.

Bartok and Hudacek installed their own unit in 2008. In 2009 they sold three units for field testing. While hay production was light in many areas, one customer reported using the reverser on his MacDon haybine 50 to 60 times last summer. This year Bartok and Hudacek plan to market the units in earnest. Base price is \$1,250 and includes a high volume valve, four high-pressure hoses, a switch and wires and an easy-mount bracket.

So far they've only installed them on New Holland and MacDon haybines, but Bartok sees no reason the reverser won't work on other brands as well.

“It only takes three to four hours to install,” says Bartok. “It will save that much time many times over in the field, and time is money.”

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So far they've only installed the reverser on New Holland and MacDon haybines, but Bartok says the reverser should work on other brands as well.



The 2-wheeled bale mover easily converts into a small flatbed trailer and can be used behind a small tractor, car or 4-wheeler.

## ATV Bale Hauler Doubles As A Trailer

Don Davenport set out to make a bale mover for his ATV and ended up with a 2-wheeled rig that easily converts into a small flatbed trailer.

“It can be used behind a small tractor, car or 4-wheeler,” says Davenport, noting that the trailer is big enough to haul his ATV.

The trailer is so well balanced that a child can lift a 5 by 6-ft. round bale off the ground. Once secured in place, the weight balances just behind the wheels, making it easy to pick up the hitch and move the load even by hand.

The frame, made of 1/4-in. wall, 2-in. square tubing, is pretty straightforward. Open to the rear, it can be backed over the load to be moved. Where Davenport's design really shines is in its lift apparatus. It's essentially two jacks operated by a 4-ft., U-bar lever. The jacks can be engaged separately or together. For even greater leverage and easier lifting, a cheater bar can be fitted to a stub on the front of the U-bar.

“It has about a 30 to 1 leverage before you need to use the cheater bar,” says Davenport. “An adult can lift a round bale using both jacks, and a child can do it lifting one side at a time.”

The jacks are simply 20-in. sleeves of 2-in. angle iron welded together with a nylon bushing inside. The sleeves ride over upright 2-in. sq. tubing. The U-bar latches every 2 in. on the sleeves to lift them. It can be reversed to lower the load in 2-in. increments.

“When the sleeves are all the way down, they ride about 3 ft. off the ground,” explains Davenport. “Removeable curved shafts or knives slip into brackets on the sleeves. When down all the way, the knives are at just the right height to slip into the middle of a bale.”

The knives pivot on the sleeve brackets. To force the knives into the bale, the cheater bar is slid over the upper end and pulled down. Removal is the same action reversed.

Once the bale has been “jacked” off the ground, it's secured with pins that lock the sleeves in place. When not in use, the hooks are reversed in the brackets so they ride



Trailer is big enough to haul an ATV.

inside the uprights.

To use the trailer for moving loads other than bales, Davenport built a floor panel to set the load on. You load whatever you want to carry on the platform and back over the load, attaching chains to the brackets on the uprights. Once the floor panel has been raised to the level of the frame, safety chains are attached to secure it in place.

Davenport says he has pulled the trailer, with the 4-wheeler in place, down the highway at 80 mph without a problem. With no springs, it's a little noisy on rough roads, he admits.

The trailer has proven useful around the shop and for moving bales as intended. Davenport is offering the units for sale for \$950 plus shipping.

“It doesn't require a 3-pt. hitch or hydraulics, yet you can lift a pallet of bricks,” he notes. “It could even be pulled behind a pair of oxen.”

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