

Combine Add-Ons Save Grain, Help Handle Trash

Changes Tim Petersen has made to his Deere combine improve grain and trash handling. His Grain Saver prevents corn ears from bouncing out of the feeder housing. On the underside of chopper-style Deere corn heads, his in-row and between row deflectors keep trash from windrowing to the side.

"Newer Deere combines don't need the Grain Saver, but older models lose ears that bounce out of the feeder," says Petersen. "My Grain Saver uses existing bolts and holes to lay over the auger ends and keep ears from flying out."

Petersen says the 3 by 5-ft. plastic sheet covers more area than the original auger guard. It also allows the combine operator to look down and see the augers.

"It's heavy duty and will never wear out," says Petersen. "If heavy trash is a problem, it can be flipped out of the way to lay on the throat. Normally that isn't a problem. It's lightweight and inexpensive compared to other shields."

Petersen has also started offering improved stalk deflectors for Deere StalkMaster chopping corn heads. Initially, he developed between-row deflectors to replace the OEM installed deflectors.

"The originals were flimsy, belt-style deflectors that wore out quickly and tended to break off at the metal mount that held them in place," says Petersen. "I made replacements

out of high density plastic. They mount to the same bolts, but are longer with a fishtail end. The others wear out in about 1,000 acres. Mine have gone a thousand acres and show no wear."

He notes that trash windrowing is a common effect of chopping corn heads. The original belt-style deflectors would hang to the side as they wore, and trash would be "windrowed" to the side. This would create problems on the next pass for the end row unit as it ran into the windrowed trash from the previous pass.

"My deflectors reduce windrowing," notes Petersen. "My neighbors started asking for them, so I applied for a patent. I'd like to find someone to make and market them."

For even less windrowing from chopping corn heads, Petersen has patented in-row trash deflectors. The 1/4-in. steel plate units mount directly behind the chopping knives on existing bolts. Not only do they reduce windrowing, but they also protect the mounting bolts from wear.

"They are designed with slots for the bolts so they can be adjusted for angles as needed," says Petersen. "It lets some of the trash go by, but not all of it. It really improves trash flow and reduces windrowing even more than the between row deflectors."

Petersen sells the add-ons through Pete's Power Parts, his online business. The Grain



Between row deflector (left) and in-row deflector mount on the underside of chopper-style Deere corn heads, keeping trash from windrowing to the side.



Grain Saver lays feeder house to prevent corn ears from bouncing out.

Saver is priced at \$175 for older Deere combines, though Peterson has also made them for other makes. The between-row deflectors are priced at \$35 each, while the in-row deflectors are priced at \$25 each.

Contact: FARM SHOW Followup, Pete's Power Parts, 702 East Appel St., Springfield, Minn. 56087 (ph 507 220-6900; info@petespowerparts.com; www.petespowerparts.com).

Spring Closer Makes Lift Gates Light

Longtime landscaper Ken Licata got tired of lifting 100-lb. trailer gates, so he invented a simple spring unit that takes the work out of lifting and closing end gates on trailers of all kinds.

"I looked at lifts that were available, but they used the side rails, and I use my side rails for holding equipment and supplies," says Licata. "I also wanted a lift that was self-cleaning in the vertical position with no moving parts that would wear out."

His "eLegator" system is powered by a single helical, elongated spring. The spring was specially engineered for the purpose and provides a pulling force of 234 lbs. An 88-lb. landscape trailer gate requires only 5 lbs. of lifting pressure to raise it into position when equipped with the lift.

Mounting an eLegator is easy with the gate in the closed position. A hole is drilled

approximately 3/4 in. from the outside surfaces at the corner of the gate. A second hole is drilled 4 in. back and 12 to 14 in. from the trailer base. Mounting brackets installed in the holes connect to the spring in its relaxed position.

"Users include landscapers, farmers and ranchers, airlines, government agencies and the U.S. Air Force and U.S. Army," says Licata. "We have one customer who wants to use an eLegator on a barn door."

The eLegator can be mounted inside or outside side rails. It works with landscape, cargo, split gate, side gate and dual gate trailers. Special applications are easily accommodated, suggests Licata. Send photos and a description to the company, and they will suggest a proper mounting technique.

"We have eLegators sized for gates 39 to 48 in. high and gates larger than 48 in.," says



Simple spring unit takes the work out of lifting and closing heavy end gates on trailers.

Licata. "A single spring can handle up to a 120-lb. gate. Our twin pack is recommended for heavier gates and split gates. You also can mount tandems on each side to handle up to a 480-lb. gate."

eLegators (both short and long) are priced

at \$149.95 for singles and \$199.95 for a twin pack. Shipping is free in the lower 48 states.

Contact: FARM SHOW Followup, Gate Flexor, Inc., 10 South Vrain St., Denver, Colo. 80219 (ph toll free 866 353-9671; mailbox@elegator.com; www.elegator.com).

Trailer Hauls Wrapper To The Field

The BaleLiner from Tubeline makes bale wrapping fast, easy and a one-man job. It not only hauls bales to the wrapper, it hauls the wrapper to the bales, says Paul Horst, Tubeline. It also has an integrated bale spear for capping end bales with a plastic hood.

"The BaleLiner makes it easy to wrap even a small number of bales in a field and then move on to another field, rather than hauling all the bales back to a wrapper," he says. "The wrapper piggybacks on the bale wagon for transit. Once the wrapper is unloaded, the wagon can pick up and haul up to 8 bales at a time back to the wrapper."

The BaleLiner pickup arm has an integrated bale spear on its backside. Once four "backing" bales have been loaded, the spear is unfolded from the pickup arm. The operator then backs into a bale with the spear and raises it for capping with a plastic hood. This bale is then loaded, followed by three more uncapped bales, and the wagon returns to the wrapper.

To wrap bales, the operator simply backs the loaded wagon into the receiving arms of the wrapper. The wagon bed raises and lowers hydraulically to first engage the wrapper and then lift it into position to receive bales



BaleLiner consists of a wrapper that piggybacks on a bale wagon for transit. Once the wrapper is unloaded, the wagon can pick up and haul up to 8 bales at a time and wrap them in the fields.

and drop wrapped bales into line on the ground. The wrapper operates off a hydraulic clutch drive on the back end of the wagon. As the wagon engages with the wrapper, the drives also engage.

"The operator unloads the four backing bales without wrapping and then begins wrapping with the capped end bale," explains Horst.

Once the last three bales have been wrapped, the operator disengages from the wrapper and reloads the wagon. Before the

final capped bale is wrapped, the initial four backing bales are retrieved and also wrapped. An integrated push-off bar pushes the bales into the wrapper and later pulls the wrapper into piggyback position for transit.

"Once the end capped bale has been wrapped, the operator reloads the wrapper on the wagon and moves to the next site," says Horst. "Only one tractor is needed with no supplementary motor or tractor needed for the wrapper. Later the same wagon can be used to transport wrapped bales for feeding."

For higher volume operations, multiple wagons can use the same wrapper. Wrapping takes only 19 to 20 seconds per bale. Horst says the BaleLiner wagon with wrapper will be priced at \$49,000 and will be available later this spring.

Contact: FARM SHOW Followup, Tubeline Manufacturing, Inc., 3928 Steffler Road, RR #4, Elmira, Ont., Canada N3B 2Z3 (ph 519 664-0488; toll free 888 856-6613; sales@tubeline.ca; www.tubeline.ca).