

Remote-Controlled F-250 Helps Rancher Feed Cattle

Ken Myers and David Anderson took the engine out of a Ford F-250 pickup and converted it to electric power. Then they went one step farther to create the only remote-controlled pickup we've ever seen. It makes one-man cattle feeding fun, they say.

Anderson is an all-natural beef rancher. Besides saving energy, the all-electric truck eliminates the diesel engine noise and smoke, and the remote controls save him the cost of a hired hand.

The \$15,000 he spent on the conversion wasn't just for fun. He also uses the truck for fencing and laying out irrigation pipe, among other things.

The remote controls attach to a lanyard Anderson wears around his neck. As he unloads hay into feed bunks, he hits a button on the remote to move the truck ahead. With several relays and four buttons on the remote, he can steer, brake and even blow the horn to warn cattle in front of the truck. The remote works up to 500 ft. from the truck.

"When I go through a gate I only have to get out once," Anderson says, noting the remote saves him a lot of time just getting in and out of the pickup doing chores around the ranch.

Myers made the conversion with a 42 hp electric motor out of a delivery truck. Other than adding an adapter to connect it to the manual transmission, changing to electric wasn't that difficult.

"A lot of the time involved figuring out all the relays for the remote. But we did it," Anderson says. Friend Ken Myers, a former high school shop instructor and auto repair shop owner, has experience with electric conversions. He has driven more than 100,000 miles on a 1965 Volkswagen Beetle he converted to electric in 1992.

Twenty 6-volt, deep-cycle, lead-acid batteries stored under the pickup bed power Anderson's truck. The charge plug is on the back of the passenger side of the cab. A plug outlet attaches to a headache rack. Anderson uses the electricity for grinders or drills and even an electric frying pan to cook a meal while out working.

Anderson's F-250 charges up in 3 hrs. or less and when driven at 40 to 50 mph it lasts up to 50 miles - for "less than the cost of a cup of coffee". With 5,000 to 6,000 rpm's the truck has out-pulled an F-250 diesel truck. Batteries start losing recharging power after 5 to 7 years. As lithium batteries evolve,

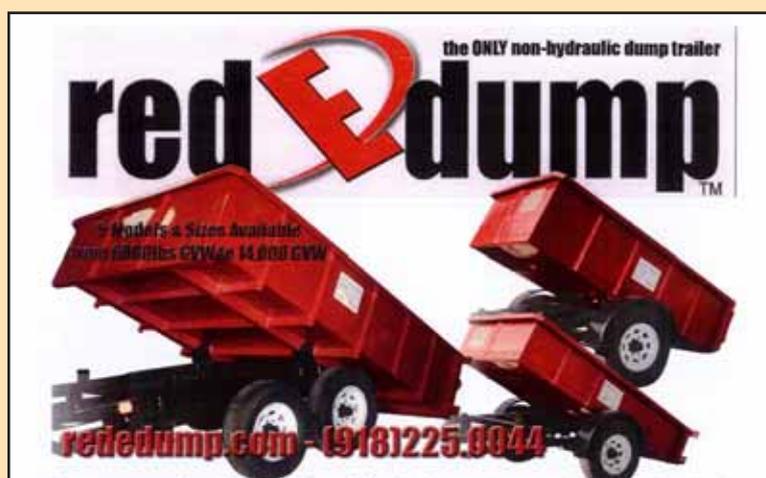
Myers believes they will be more affordable and efficient. He adds that some states offer tax credits for electric vehicles.

He and Myers sell DVD's (\$19.99 each), and they plan to put together a packet detailing how to build your own remote-controlled electric pickup.

Contact: FARM SHOW Followup, David Anderson, 15027 S. Rock Creek Lane, Haines, Ore. 97833 (ph 541 519-3030; andersonfarms_97833@yahoo.com) or Ken Myers (ph 541 403-0725).



David Anderson says his remote-controlled Ford F-250 pickup works great for feeding cattle and for doing a wide variety of other jobs.



Operator sets the trailer brakes and then backs up. As the upper frame and trailer box slides back past the end of the lower frame, it dumps.

"No Hydraulics" Dump Trailer

No pumps, hoses or fluid are needed to quickly and easily dump a RED-E-DUMP trailer. With payloads from 4,000 lbs. to 12,000 lbs., this hydraulics-free trailer has a low cost of ownership and simple design.

"A roofer friend of mine wanted a small trailer that he and his workers didn't have to shovel off," recalls Larry Stewart, RED-E-DUMP manufacturer. "I worked on the design for about a year and a half, introducing it finally in 2010."

The trailer dumps mechanically, thanks to its clever double frame design. The lower frame supports the weight of the trailer in transport. The upper frame, which connects to the trailer tongue, rolls back and forth on top of the lower frame.

To dump the trailer, the operator sets the trailer wheel brakes and backs the towing vehicle up. As the upper frame and the trailer bed slides back over and past the end of the lower frame, the bed dumps.

"It's like pulling the legs out from

underneath a chair," explains Stewart. "It removes all the support from under the bed. All it can do is dump."

To return the bed to a horizontal position, the operator simply pulls the vehicle ahead again. The bed slides back up and over the lower frame and into place, automatically triggering a safety lock.

"With most newer trucks, the operator can set or release the trailer parking brakes from the cab," says Stewart. "The only time he has to get out is to manually release the safety lock for dumping."

RED-E-DUMP offers 5 models ranging in size from 4 by 8-ft. 32B bumper pull to an 8 by 10-ft. 80G gooseneck, with many options available. Dealers are being recruited in North America this winter for spring sales.

Contact: FARM SHOW Followup, RED-E-DUMP, 1131 N. Little, Cushing, Okla. 74023 (ph 918 285 0044; www.rededump.com).

Reader Inquiry No. 190