



Irvin Wehman, Jr. built this dump trailer using the box off an old Deere Gator utility vehicle. An 8,000-lb. hydraulic cylinder is used to raise and lower the box.

Dump Trailer Built From Gator Box

"I saved a ton of money by building my own heavy-duty ATV dump trailer," says Irvin Wehman, Jr., New Lisbon, Wis., who built the trailer using the box off an old Deere Gator utility vehicle.

The Gator box measures 46 in. long by 51 in. wide and has 10-in. high sides. Wehman bought it at an auction for \$80. The box mounts on a 1,000-lb. trailer frame that he purchased from Harbor Freight for \$160. He used a leaf shackle mounting kit, designed for trailers and purchased at Tractor Supply Co., to make rear pivot points.

An 8,000-lb. hydraulic cylinder is used to raise and lower the box, with the lower end of the cylinder fastened to a 1/4-in. thick steel bracket that's welded to the trailer tongue. A manually-operated lever is used to operate the cylinder.

Wehman wanted to mount turf tires on the unit for more flotation, so to widen the axle he split the trailer frame's axle and welded in 8 in. of material. The tires measure 23 in. tall by 10 1/2 in. wide and mount on 12-in. wheel rims off an old Deere zero turn riding mower.

"We use it to maintain a campground on our property and also to haul dirt and firewood at home. It's built sturdy and has a lot of capacity – I've loaded the box full of heavy clay but had no problems dumping the load," says Wehman. "I paid \$60 for the hydraulic cylinder, which is off an old cherry picker. I bought the wheel rims at an auction for \$65."

Contact: FARM SHOW Followup, Irvin Wehman, Jr., W6435 County Road A, New Lisbon, Wis. 53950.



Dump trailer's tailgate is operated by 2 small hydraulic lift cylinders. As they're extended, they slide the entire tailgate assembly up above the trailer.

Dump Trailer's Tailgate Opens Hydraulically

Brenden Janssen says his dump trailer works better than anything on the market. That's because it's equipped with a tailgate that opens and closes hydraulically.

"It can be dumped as quickly or as slowly as I need," says Janssen. "It's designed to be pulled by a 3/4 or 1-ton pickup because I wanted something that I could pull behind my pickup if I had to haul scrap metal to the junkyard."

The 10-ft. long by 8-ft. wide dump trailer has 30-in. sides. It's equipped with a 12,000-lb. axle, dual wheels, and hydraulic brakes. It's made from a 1/8-in. thick steel plate bent for strength and has stake pockets inside the box that allow for side extensions.

But what makes the trailer unique is the hydraulically-operated tailgate. It's operated by 2 small lift cylinders off an old self-propelled swather. The cylinders are attached to a length of 1 1/2 by 3-in. rectangular tubing that's bolted on top of the tailgate. As the cylinders are extended they slide the entire tailgate assembly up above the trailer.

A metal box bolted onto the trailer's tongue contains a 12-volt pump, battery and a pair of valves. One valve is used to dump the box and the other to raise or lower the tailgate.

"It works similar to the hydraulic-operated tailgates found on manure spreaders," says Janssen. "I burn a lot of wood during the winter and plan to use it to haul and dump logs and firewood. The raised tailgate provides a lot of clearance, which will let me fill the trailer with odd-shaped material such as firewood or construction materials, and dump them without worrying that anything will catch on the tailgate."

"I don't understand why manufacturers don't build hydraulic-operated tailgates like mine on their dump trailers—the hydraulic power is already there to use anyway. Why fight with a tailgate when you can pull a hydraulic lever to open it?"

The trailer has a 75 degree dump angle. "The steep angle is important if you're hauling sticky material because it slides out better," says Janssen.

A hydraulic reservoir is mounted behind the box and underneath the trailer. Expanded metal steps on both sides of the trailer make it easy to get inside.

Contact: FARM SHOW Followup, Brenden Janssen, P.O. Box 75, Vega, Alta., Canada T04 2H0 (ph 780 674-0033).

Mower Converted To Riding Dump Cart

Kenneth Foster turned his Poulan riding mower into a riding dump cart, making it handy for hauling tools, firewood or any other materials.

"I cut a lot of firewood," explains Foster. "I can load up the cart with my chainsaw and other tools, hook up the splitter and drive onto my 17-ft. trailer to head to the woods."

"I built an extended frame out of salvaged road signpost material. It's 1 3/4-in. square steel tubing, lightweight, but very strong," says Foster. "I slid lengths of the tubing alongside the frame to either side of the seat, as far as I could and welded them to the riding mower frame."

He then attached a crosspiece just behind the mower and mounted a steel plate at the ends of the tubing. Foster reinforced the end plate with angled tubing from its bottom edge back to the bed frame. Steel plates welded to the sides of the frame extensions, the support tubing and the end plate create a solid tipping point for the dump bed. This also creates a sturdy foundation to which Foster can attach his 1 1/2-in. receiver hitch and a ball for towing his wood splitter.



Kenneth Foster says his "riding dump cart" is handy for hauling firewood and other materials.

"To create a pivot for the box to dump, I welded 5/8-in. pins to pieces of flat steel and welded the flat steel to the angle iron at the bottom rear of the dump box," says Foster. "With the box in place, I slid pieces of pipe over the pins and welded them to the rear plate. I can dump it by hand when I want."

Contact: FARM SHOW Followup, Kenneth Foster, 22522 231 Terrace, Springhill, Kan. 66083 (ph 913 244-5964; bbfbuilderkf@yahoo.com).



Tom Allison built this 2-wheeled, ATV-pulled dump trailer. It measures 5 ft. long by 3 ft. wide and rides on big 2-ft. high, 10-in. wide ATV wheels.

ATV-Pulled Dump Trailer

Tom Allison hauls a lot of firewood out of the woods near his Orofino, Idaho, home. To make the job easier, he built a 2-wheeled ATV-pulled dump trailer.

The trailer measures 5 ft. long by 3 ft. wide and rides on big 2-ft. high, 10-in. wide ATV wheels and stub axles that he bought at Northern Equipment. The trailer's box is made from 1/8-in. thick sheet metal and tapers down to 2 ft. at the bottom.

An electric winch mounted on the tongue is used to dump the trailer. Cable rides up through a diagonal steel tube up to a pulley at the top, and then down to a hook bolted on front of the trailer.

"It's really handy to use," says Allison. "Besides hauling firewood I plan to spread gravel with it. I use an adjustable chain to control the tailgate opening. I can use the winch to pull a deer or elk up into the trailer, with the cable going through a slot that's cut



An electric winch mounted on the tongue is used to dump the trailer.

into the top part of the trailer.

"I spent about \$700 to build it. I paid \$360 for the wheels and stub axles, \$70 for the winch, and \$168 to have a local fabricator bend the sheet metal."

Contact: FARM SHOW Followup, Tom Allison, P.O. Box 86, Orofino, Idaho 83544 (ph 208 816-0775).

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Mark Newhall, Editor

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