



Eldon Bagwell uses a battery-powered drill to lift the endgate on his trailer, which he uses to haul his riding mower back and forth to a nearby cemetery.

Power Drill Used To Lift Endgate

Eldon Bagwell lifts his endgate the easy way - with his battery-powered drill. The drill lets him transport his mower back and forth to a nearby cemetery that he keeps mowed.

"After I developed a heart problem, the doctor said I could use my mower, but I could no longer lift the endgate/ramp on my trailer," says Bagwell. "I couldn't mow the cemetery if I couldn't haul the mower."

Bagwell got busy with a spare winch, some angle iron and a couple of pulleys from an old weight machine.

"At first I tried a come-along, but it was too slow and hard to control when letting the gate down," says Bagwell.

He used 2 by 2-in., 3/8-in. angle iron for a vertical leg, bolting it to the side rail and the bed rail of the trailer and just ahead of the endgate. He cut the angle irons to match the height of an eyebolt attached to the gate in the vertical position. He mounted one pulley near the top of the angle iron and a second one to the angle iron just above the side rail.

"I mounted the winch to the side rail about midway on the trailer's length," says Bagwell. "The cable runs through the 2 pulleys and hooks to the eyebolt on the endgate."



Cable runs through 2 pulleys and hooks to an eyebolt on endgate.

To speed the lift action, Bagwell removed the hand crank and put on a nut, locking it in place.

"I use a 12-volt Bosch drill with a socket on it to raise and lower the gate," says Bagwell. "It works like a dream. For someone who can't lift a heavy endgate, it may be just what they need."

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When an animal goes down, it can be rolled onto the Sled 'n Sling and then pulled with a chain like a sled. Or it can be lifted like a sling and moved with a loader.

Cattle Sling Moves Downed Or Injured Animals

Double D Family Mat Shop sells woven rubber mats for cattle barns and feedlots (Vol. 36, No. 6). Their latest new product is the Sled 'n Sling for transporting downed cattle.

Dale Goetz came up with the basic design at the request of a research center. The 6 by 8-ft. piece of 1/2-in. thick rubber sheet is supported by metal rods, D-rings, and stainless steel bolts. When an animal goes down, it can be rolled onto the rubber sheet and then pulled with a chain like a sled. Or it can be lifted like a sling and moved with a loader.

"It's for farmers, feedlot owners, sales barn owners, vets - anywhere animals need to be moved humanely," says Amber Hutchison,

chief operations manager for the Park, Kan., family business.

Using it as a sled is ideal for an animal that is only injured and still moving. A halter on the animal and a rope tied around the hocks helps protect animals as they're moved from further injury.

The Sled 'n Sling sells for \$580 through the Double D website, which includes photos of ways it can be used.

When not needed the 220-lb. mat can be stored by hanging it over a fence.

Contact: FARM SHOW Followup, Double D Family Mat Shop, Inc., Dale and Dena Goetz, 6606 E. Road 100 S., Park, Kansas 67751 (ph 888 377-2879; www.slednslng.

Custom Design Your Own Bumper

You can get a bumper customized to your specifications from Throttle Down Kustoms (TDK). Start with one of TDK's bumper designs and add the attachments you want, including lights, grills, tow hooks and more.

"You can buy one of our bumper designs as is or based on the accessories we offer," says TDK owner Jeremy Pulse.

He began building bumpers in his spare time as he worked his way to shop foreman at a local custom frame company. When demand for his bumpers grew, he quit the job, turned around and bought the company and started TDK. In addition to making bumpers, the company also builds custom frames for Jeeps and mandrel bent frame rails for rock-crawling buggies, street rods and more. TDK also produces skid plates available in 0, 1-in. and 1 1/2-in. drops. They feature removable skin for easy access to transmission and transfer case oil changing and maintenance.

TDK bumpers are available in a variety of styles from simple front and back bumpers to more complex and stylish. Models include Push Bar, Prerunner, Grill Guard and Mayhem. All are tested for vehicle accidents, animal impacts and heavy towing. They are designed to fit factory-drilled holes in a variety of vehicle frames.

If company designs don't fit a particular truck, they will customize the selected design to fit. Grills for all bumpers can be customized to the buyer's specifications. All bumpers are CNC cut and made from 3/16-in. plate steel with 0.120-in. wall tubing. They can also be powder coated. Other options include light hole sets, Rigid LED driving lights or flood lights, extra bars in grill guards, front and rear



"You can buy one of our bumper designs as is, or custom design it with the accessories we offer," says TDK owner Jeremy Pulse.

parking sensors and more.

"If you need or want a custom bumper, give us a call with make, model, year and the style you would like," says Pulse. "Prices vary from \$1,375 for a bare steel standard bumper to as much as \$3,000, depending on accessories."

Pulse works with a network of dealers as well as direct sale at the factory and remote. To locate a local dealer, call the company. Pulse likes a challenge.

"I like designing a new bumper as well as getting it into production and then watching it work," he says. "It feels good when a design takes off."

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"Never Go Flat" Irrigation Tire

Farmers with rubber-tired irrigation systems know rubber tires are subject to vandalism, slow leaks and blowouts that are expensive to repair. And if an irrigator's tire is flat, crops can be flooded with too much water. A service company in the Texas Panhandle has found a solution.

Armored Tire owner Warren Merrell has developed a three-part polymer that's injected into a pneumatic tire through a 3/8-in. dia. hole. It makes the tire virtually indestructible. As the product is injected, a vent hole or two lets the air out. The holes are plugged and the tire is ready for use. Merrell says the compound remains flexible and isn't affected by Texas heat or Kansas cold. The formula has been lab-tested, driven for miles and miles, field-tested for a year and has been successfully used for 3 years. One test included cutting away the rubber tire around the compound. The polymer did just fine on its own. Merrell predicts the tires will work for at least 10 years.

Merrell grew up on a farm in the Texas panhandle and has a lot of first-hand experience with flat tires on irrigation systems. He started working on the problem in the early 2000's, and after a decade of R&D, started his own company. He serves customers in Texas, Colorado, Kansas and Nebraska.

Merrell has tried his product on other tires on his family farm and learned that each tire type and application requires different formulas. He's confident that he and his chemists will be able to figure out how to adapt his product for those uses. For now he's determined to solve problems on irrigation system tires, and he's happy that his customers are happy. Merrell says "my long-term vision is that someday all farm tires will be indestructible".



A 3-part polymer is injected into pneumatic tire through a small hole, making tire virtually indestructible.

The cost for injecting tires typically ranges from \$250 to \$350 depending on size. Merrell says that although that's more than a new conventional tire, it's less than plastic tires. When the true cost of repairing a flat is calculated, he says the math favors Armored Tire's solution.

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