**REDUCES SHATTER LOSS BY MATCHING REEL SPEED TO GROUND CONDITIONS**

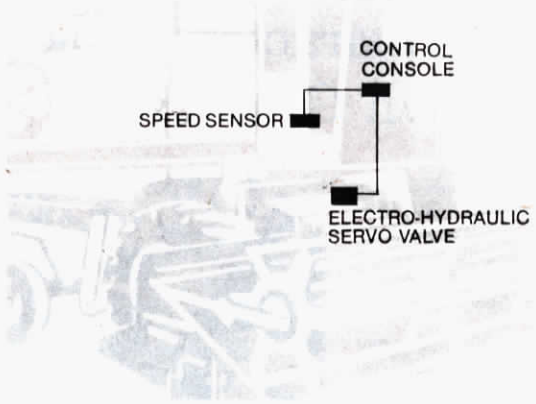
# Automatic Reel Control 'Saves Up To 2 Bu./Acre'

Now you can make your combine a more efficient harvesting machine with an easy to operate device that can increase your harvested yields by up to 2 bu. per acre and pay for itself in a single season, according to the manufacturer.

"It speeds up or slows down your reel as you get into tough conditions, such as heavy weed infestations," explains John Buhr, sales representative for Eagle Engineering and Manufacturing, Welcome, Minn. "It slows the reel to match combine ground speed so that the reel doesn't keep slapping at the crop, and therefore causing shatter loss as the combine slows down. We figure the actual savings at about 1½ bu. per acre."

There are just two main components of the Eagle reel control. The first is a simple control unit that mounts on the console and the other an electric-hydraulic "servo" control valve that installs in the hydraulic line to your reel drive. Buhr notes that, to be fitted with the control, combines must have factory digital miles per hour readout, and a hydraulically driven reel. You can install the system in less than an hour using standard tools.

"Once installed, you just set the control unit at the speed that's most efficient for your combine, the crop and field conditions. From then on you can forget it. Speed up or slow down and your reel slows or speeds up proportionally to ground speed, and stops when the combine stops," says Buhr.




**Once installed, the new reel control slows down or speeds up your reel proportional to ground speed.**

The reel control is designed to fit International 1420, 1440, 1460 and 1480 combines; John Deere 4420, 6620, 7720, and 8820; and the Massey Ferguson 750, 760, 850, and 860. The identical system will soon be available on Massey combines from the factory. The Eagle retrofit kit sells for $1,150.

For more information, contact: FARM SHOW Followup, Eagle Engineering & Manufacturing, Inc., Box 295, Welcome, Minn. 56181 (ph toll free 800 533-0528; In Minnesota, ph 800-722-0557).

# Truck Of The Future?

You probably won't see this rig on the road but parts of it may soon become standard equipment on many trucks and semi's.

The FEV2000, an aerodynamically designed tractor-trailer, developed by the Fruehauf Corp., Detroit, Mich., features a new design that reportedly improves fuel economy 40%, increases cargo capacity 39% and reduces aerodynamic drag 57% compared to conventional tractor-trailer combinations.

Company officials say the FEV2000 is strictly an experimental vehicle designed to increase the cargo tons per gallon of fuel rate.

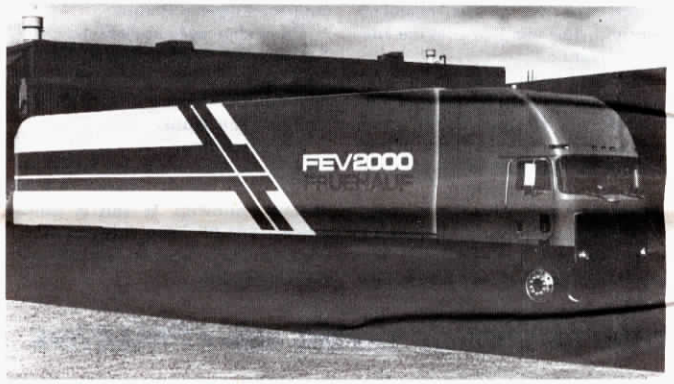
The experimental FEV2000 is 60 ft. long and 8½ ft. wide. The trailer itself is 50 ft. long. The cab features a fiberglass fairing on top and a frontal air dam at the front bumper that combine to push air up and over the cab rather than underneath the trailer.

A 3 section aluminum "gap seal" between the cab and trailer closes at highway speeds, stopping crosswinds and turbulence between the cab and trailer. The gap seal opens up at slower speeds for turning.

Hanging from the sides of the trailer toward the ground are retractable aluminum sidewall skirts. They extend from behind the cab to the back of the trailer and reach to within 8 in. of the ground to reduce air flow under the trailer body. At slower speeds, these raise up out of the way.

The back of the trailer has a 5 ft. long "boattail" extension that narrows to 72 in. at the back of the trailer. This development streamlines the trailer and increases cargo capacity.

Mechanical drag is reduced by the following features: integral wheels for single tires at the back axles rather than duals; aluminum floor and crossbar in the trailer; aluminum upper coupler and rear frame.




**New-style semi improves fuel economy 40%, while increasing capacity 39%.**

**HINGED DRILLS ALSO FEATURE NEW INDEPENDENT HYDRAULIC DRIVE**

# Tye Co. Introduces New Folding Drills

The manufacturer of one of the most popular drills on the market for small grains and soybeans has introduced what may be the most innovative and strongest transport system for drill gangs up to 40 ft. wide.

The new drill also features a new independent hydraulic drive powered by a pump driven by a gauge wheel mounted on the forward drill. Because the hydraulics are independent of the powering tractor, the company says there will be no variations in operation as the tractor speeds up or slows down.

The new transport system, designed for drills 30 and 40 ft. wide, features a 7 by 7 in. structural tube frame. The 40-ft. fully-equipped model is 36 ft. long, 5 ft. high and weighs 10,000 lbs. The drill folds to a 12½-ft. transport width while standing in place.


**The new-type 40-ft. drill folds up to 12½ ft. for transport.**

"The hinges on this drill are as heavy as hinges on articulating 4-wheel drive tractors. When a drill gets into mud or heavy soil conditions, it needs to be extremely strong to pull out without bending or stressing," says Joe Rogers, Tye sales manager.

The new 30-ft. drill sells for $25,000 and the 40-ft. version for $28,000.

For more information, contact: FARM SHOW Followup, The Tye Co., Lockney, Texas 79241 (ph 806 652-3367).