

Hydraulic-Operated "Door" Keeps Slush Out Of Snowblower

Orvil Krueger, Marion, Wis., had a problem with the front-mounted 7-ft. snowblower on his Deere 2955 4-WD tractor with cab.

"Whenever I used the snowblower on slush and ice it would get packed inside the auger, and if I didn't remove it at the end of the day it would freeze up as hard as cement. Removing the frozen slush was a tough job, but I had to do it or the chains that operate the snowblower could break," he says.

His solution was to remove the top part of the snowblower housing and attach a home-built, hydraulic-operated metal "door" in its place. The hinged door attaches to the top of the snowblower mounting brackets and is raised up or down by pulling a lever in the cab. A steel cutting edge is welded to the bottom of the door.

"When I drop the door all the way down it completely closes off the front of the

snowblower, so I can push slush around wherever I want without worrying that it will get into the auger. When I want to use the snowblower again, I just raise the door," says Krueger.

The door is made from 1/4-in. thick steel and is raised and lowered by the same hydraulic cylinder that would normally operate the tractor's front-end loader. Krueger welded a metal bracket on top of the snowblower in order to attach the cylinder. He also welded a pair of I-hooks onto the snowblower mounting brackets, where the door hinges on 1-in. thick steel pins. A metal guard closes off the back side of the door whenever it's raised all the way up.

Krueger always keeps a garden hoe handy behind the door and on top of the snowblower mounting brackets. "Before I put the snowblower back in the shed, I raise the



Hinged, hydraulic-operated "door" on front of snowblower is raised up or down by pulling a lever in the cab. With door all the way down Krueger can push slush around without getting it into the auger. To use the snowblower again he just raises the door.

door and use the hoe to pull out any leftover snow or slush," he says.

Krueger, W11722 Swamp Rd., Marion, Wis. 54950 (ph 715 754-5495; fax 2330).

Contact: FARM SHOW Followup, Orvil

Chopper Cam Improves Combine Chaff Spreading

Nearly 15 years ago Gary Redekop designed a revolutionary Maximum Air Velocity (MAV) straw chopper for high-capacity combines, and he's been making improvements to the idea ever since. In 2017 at Canada's Farm Progress Show he debuted a new prototype "chopper cam" that lets a combine operator adjust chaff and straw distribution on the fly.

"Harvesting is often done in cross-winds and various field slope conditions that cause chaff to be distributed unevenly," Redekop says. "Our new MavCam system allows the combine operator to see what's going on at the back of the combine. Electronic controls attached to the tailboard offer 5 adjustments so the tail-board can move up or down to evenly distribute chaff, even with a strong side wind."

The MavCam kit includes an in-cab monitor, a wiring harness, actuators and brackets for a combine's tailboard. The kit, which will fit MAV choppers on all major combine models, is expected to cost \$2,500 when it's introduced for the 2018 harvest season.

Redekop says, "We believe this option will be very beneficial for operators running headers 35-ft. and wider, regardless of the grain they're harvesting. It helps make



"Chopper cam" uses electronic controls to move tailboard up or down and evenly distribute chaff.

our MAV chopper even better because it'll distribute straw and chaff evenly in the toughest harvesting conditions."

MAV Choppers use two zones for cutting and spreading rather than typical OEM combine models that have a single rotor with cutting blades that also spread the straw. Saskatchewan grain farmer Les McGrath says, "The Redekop system handles residue efficiently and affordably, year-after-year, so that one-pass seeding is always achievable in the spring."

Contact: FARM SHOW Followup, Redekop Manufacturing, Highway no. 16 West, Saskatoon, Sask., Canada S7K 3J7 (ph 306 931-6664; www.redekopmfg.com).

T3 Driver Puts Posts In Fast

You can pound in T-posts or pipes up to 3-in. dia. with as many as 6 strokes per second with Danuser's recently improved T3 Driver.

"The biggest change is that it has a built-in manifold to regulate flow. The operator simply turns on the hydraulic flow once the driver is on the post, and it starts pounding. There is no need to reset anything, so it's easier to use than the first generation. We also beefed up the housing with more bolts that are larger in diameter," says Shane Kincaid, sales and customer service for Danuser.

With farmers, ranchers, property owners, and commercial fencers in mind, the driver can be adapted to use on all types of equipment including skidsteers, tractors, and backhoes. Several mounting options are available, including an offset skid-steer quick attach with hose extensions, so the vehicle carries the weight, and the operator can drive parallel to the fence line.

The driver weighs 86 lbs. and has a floating strike plate inside that protects the tops of posts. The Driver works most efficiently in hydraulic ranges between 1,500 to 3,000 psi

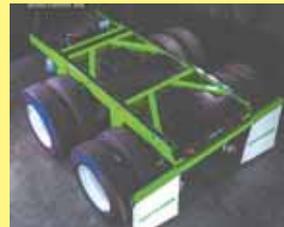


Built-in manifold regulates hydraulic flow to driver as it pounds post into ground.

and 15 to 30 gpm.

The T3 Driver is available through Danuser's dealer network or by contacting the company.

Contact: FARM SHOW Followup, Danuser Machine Co., Inc., 500 E. 3rd St., P.O. Box 368, Fulton, Mo. 65251 (ph 573 642-2246; www.danuser.com).



Hylion electric drive axle system uses regenerative braking and auxiliary power to reduce semi-tractor fuel costs by nearly 30 percent.

Electric Add-On Axle For Semi Trucks

A new electric drive axle system from Hylion, Inc. uses regenerative braking and auxiliary power to reduce typical semi-tractor fuel costs by nearly 30 percent annually. Retrofitting a semi-trailer with the Hylion system takes about an hour and provides instant fuel savings and positive cash flow that can repay the system cost in one year, according to the company.

Hylion says annual savings of more than \$15,000 are possible with a typical trailer. Replacing an existing axle with a Hylion system captures energy from the truck when it's slowing down or going down hill, stores it in a battery and then reuses it during acceleration.

The Hylion System also functions as an Auxiliary Power Unit (APU), providing electrical power to the tractor cab and reefer so the engine doesn't have to run while the driver is resting at a truck stop. Trucking industry experts estimate that an average over-the-road rig idles about 2,500 hrs.

annually, burning about 3,000 gal. of fuel in the process. The Hylion System can power a tractor cab about 20 hrs. so no fuel is burned during that time, another big savings.

Other savings are realized because the mechanical stress of braking is shifted into the Hylion System, reducing wear on brake components. The system can be retrofitted to any box trailer without changing its height or length. The 500-lb. device replaces the trailer's passive axle in a few short steps and has minimal to no effect on a truck's cargo capacity.

Hylion says if the entire trucking industry used its new system, fuel savings could reach \$50 billion annually, exhaust emissions would be 10 percent less, and total U. S. energy usage would be cut by 2 percent.

Contact: FARM SHOW Followup, Hylion, Inc., 1967 Eastern Ave., Pittsburgh, Penn. 15147 (ph 412 704-5468; www.hylion.com; info@hylion.com).

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FARM SHOW
Vol. 38, No. 3, 2015
25 pp.

Latest New Ideas Born In Farm Shops

- Truck Axle Computer (pg. 10)
- Head Enter Tractor Add To Trailer (pg. 11)
- "Drop Drop" Catcher Works Here (pg. 12)
- Pivot Fork Dip, Match Out Of Pile (pg. 13)
- Low Cost Multiple-Passenger Grass (pg. 14)
- Post/Boarded Cut Center (pg. 15)
- Building Greenhouses (pg. 16)
- Min Generator For ATVs (pg. 17)
- Great Deal On New Line Hardware (pg. 18)
- Easy Fencer Hardware (pg. 19)
- ATV Back Picker Works Fast (pg. 20)
- Family Makes Living On 44-Acre Farm (pg. 21)
- Paterson-Don Back Filling Equipment (pg. 22)
- Brackets Make Farm Fencing Easier (pg. 23)
- Spray Boom Mounts On Zero-Turn Mower (pg. 24)
- Money-Saving Repairs & Maintenance Shortcuts (pg. 25)

IN THIS ISSUE: Ag World

3 "Poor Man's" Grapple Fork
4 New Time Works Like Rubber Tracks
6 Family Makes Living On 44-Acre Farm
11 Brackets Make Farm Fencing Easier
30 Money-Saving Repairs & Maintenance Shortcuts

14 They Burn Natural Gas In Diesel Engines
17 ATV Back Picker Works Fast
22 Paterson-Don Back Filling Equipment
23 Spray Boom Mounts On Zero-Turn Mower

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