Old Uni-Harvester Powers Huge Grain Conveyor

North Dakota grain farmer Andy Steinberger runs and moves his huge 20-in. wide, 110-ft. long belt conveyor with an old self-propelled New Idea Uni-Harvester power unit that he calls “The Goat.” He says the Uni-Harvester has more than enough power to move and operate the huge conveyor. It’s easier for Steinberger to line up the spout with the bin because of the extra maneuverability, and using the “Goat” also frees up the conventional tractor that had been running the conveyor for other jobs.

“I had the idea to make a self-propelled conveyor and even talked to one company about making one,” Steinberger says. “When they told me they would do it for a little over $80,000 for the power unit, I changed my mind in a hurry and went to plan B.”

Steinberger bought the old New Idea Uni-Harvester drive train from Jack Weltz, a farmer he learned about in FARM SHOW. During the course of 2 cold Dakota winters he removed the cab, the metal sheeting around the motor, the hydraulic system, and power train components. He converted the main drive from the engine that previously operated the implements into a pto system to power the conveyor. He also widened the rear steering wheels and attached a drawbar linkage so he can lift and move the conveyor from one bin to another. Says Steinberger, “If the Uni does give out at some point I can just unhook it and use a tractor again. Right now it works just fine, especially with the power controls close to the ground for easy access.”

Initially Steinberger was going to convert the Uni into a hydrostatic pto drive, but after closer examination he found that the clutch drive functioned just fine and didn’t require all the extra conversion work. His “Goat” has a 200 hp Allis Chalmers engine that supplies more than enough power to operate the conveyor and run the hydraulics that raise and lower it. Hydraulics also power the swing conveyor. The 6-cyl. engine can rev up to 2,800 rpm’s, but most of the time he runs it at 1,800 rpm’s, which is ideal for the conveyor.

“I’ve got about $5,000 invested into buying the Uni and the parts I needed, so that’s a long ways from the $80,000 that someone else wanted to supply a rig that would do the same thing,” says Steinburger. Contact: FARM SHOW Followup, Andy Steinberger, 16691 21st St. S.E., Marshalltown, Iowa 50158 (ph 641 351-4420; andysteinberger@hotmail.com).

All-Terrain Zero-Turn Mower

The new TRX tracked zero-turn mower from Altzo can handle steep slopes and ditches, wet or dry, as well as soft turf and sandy ground.

“We looked at the shortcomings of wheeled, zero-turn mowers on the market, like lack of traction on slopes, difficulty in any kind of soft turf or wet ground, and down time from flat tires,” says Karl Bjorkman, Altzo. “Rain or even heavy dew can delay commercial mowers on slopes and ditch banks. Municipalities and golf courses use weed whips around water retention areas and sand traps where they can’t run mowers.”

For Altzo, located in the same area in Minnesota as Arctic Cat and Polaris snowmobile companies, the answer was simple. “We had a lot of people in our company who knew about tracks and down pressure,” says Bjorkman. “Our engineers came up with the tracked design, a first in the industry.”

The TRX is more than a zero-turn mower with added tracks. Trademarked TorqFlex front suspension and rear torsional suspension provide a smooth ride. The 11-in. wide, commercial grade track and flat-free front tires reduce maintenance and down time.

The mower is available in two models, a 61-in. deck powered by a Kohler Command Pro EFI 33 hp engine or a 66-in. deck powered by a Vanguard EFI 37 hp engine.

Commercial twin Hydro-Gear transmissions and TRX track system that makes it one of a kind and allows it to go where no traditional zero-turn mower has gone before,” says Bjorkman.

Depending on hp and deck option, suggested retail is $18,000 to $19,900.

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