

# Enzyme Road Treatment Beefs Up Gravel Roads

“Townships in farm country need good roads to support heavy equipment, but they don’t often have the budget for an asphalt road,” says Royal Marty, Substrata Inc. “Even in tough climates, Perma-Zyme can create a long-lasting unpaved road that will require little or no maintenance for 10 years at a cost about 80 percent less than asphalt. A road treated with Perma-Zyme will handle vehicles of all sizes and weights just hours after the product has hardened.”



**Farm equipment is all that is needed to prepare the soil and mix the solution. An industrial roller or packer will do the best job compacting. Discs and rototillers may also be used to mix the soil. After the correct grade is achieved, compacting is key.**

The Perma-Zyme solution, first featured in FARM SHOW’s Vol. 35, No. 5, is sprayed onto the surface of a road and worked into the aggregate materials to a depth of about 6 in. After being rolled and thoroughly packed, the enzyme-based stabilizer permanently bonds soil and gravel to produce a concrete-like surface. Aggregate or dust-suppressing materials don’t need to be re-applied, which lowers maintenance costs. Marty says Perma-Zyme is made using organic compounds so it’s completely non-toxic and won’t harm plant materials or wildlife.

In Michigan, Atlas Township Supervisor Shirley Jones says using Perma-Zyme was a huge success. She was most impressed that their gravel road surfaces were solid and calcium chloride didn’t have to be applied to reduce dust because there wasn’t any. Emery County, Utah has used the product for 30 years and their roads are still holding

up extremely well.

A 5-gal. pail of Perma-Zyme that treats 800 cubic yards of material is priced at \$1,997 and 3 pails, the amount needed to treat a 1-mile long road 24 ft. wide and 6 in. deep, costs \$5,991. Substrata, also makes a dust suppressant and an enzyme-based solvent that cleans up oil and grease spills. All of Substrata’s products are made in the U.S.

Contact: FARM SHOW Followup, Substrata, 7330 Eastgate Road, No. 150, Henderson, Nev. 89011 (ph 702 825-5200; www.substrata.us/perma-zyme).



**Rain diverters extend 7 1/2 in. away from wall and come with a front gutter that diverts rain water off to the side.**

## “Rain Diverter” Stops Leaks Around Doors, Windows

There’s a cheap and simple way to keep rain from leaking into and around doors and windows, according to the manufacturer of these “rain diverters.”

Made from durable ABS plastic, Door Brim rain diverters extend 7 1/2 in. away from the wall. They come with a front gutter that diverts rain water off to the side.

The rain diverters are available in 3 colors and a variety of sizes to protect many kinds of doors and windows. Shorter models can be used to protect pipe wall penetrations, doggie doors, electric panels, car chargers, and so forth. Color-matched, stainless steel concrete screws and washers are available for installation.

The company’s 52-in. standard width rain diverter is sized for a standard 36-in. door or window. Extended width custom sizes can be used with center structural brackets to achieve whatever width you want.

“These rain diverters are superior to competitor metal flashings for several reasons,” says inventor Rich Jasinski. “Made from ABS plastic, they’ll never rust. The gutter not only prevents dripping, but also directs water out and away from the building. And they preserve not only the door and

jamb, but also the hardware.”

Jasinski says the rain diverters are popular with homeowners who have problems with leaky doors and windows, and with home building contractors as well as architects who specify the product on new commercial buildings.

“I’ve made them up to 14 ft. wide for garage doors. They also can be used to protect electric vehicle recharging stations on the sides of commercial buildings,” he says.

The rain diverters are available in standard UV-protected colors of almond (off white), beige, or gray and can be painted any custom color. They’re sold only online at <https://doorbrim.com>.

A 52-in. standard width rain diverter sized for a standard 36-in. door or window sells for \$179 to \$206 plus S&H. Extended width models measuring 54 to 96 in. wide sell for \$349 to \$365 plus S&H.

“If you’re unsure which size to order, you can email us a photo or sketch with measurements,” says Jasinski.

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**To convert boom truck to a trailer Cerveny cut down the truck’s frame, added a tongue on front, and reversed the front axle. He also extended linkage to truck’s driveline so he could power the boom with a tractor pto.**

## Boom Truck Converted To Trailer

Ron Cerveny turned a worn out boom truck into a handy boom trailer. Pulled and powered by a tractor, the trailer has proven handy for harvesting wood for heating the house and a whole lot more.

“The brakes seemed to go out on the old truck every year, and it needed a new engine,” says Cerveny. “The local scrap yard agreed to strip away the cab, engine and transmission for the parts, and I got the rest of the truck back.”

Cerveny proceeded to cut down the frame and add a hitch tongue to the front end. “I wanted a length of frame ahead of the boom for balance with the heavy load on the back,” he says. “I thought about making the boom a 3-pt. attachment, but it would have been a lot of weight.”

He also reversed the front axle so the steering could be pulled instead of pushed. “I had to build a riser for the front end to keep the frame level after I chopped the axle,” says Cerveny, who did all the welding himself. “I used 3/8-in. wall and 6 by 8-in. steel tubing for the riser. I overkill when I

build something. I hate to have things break.”

The hydraulic pump was factory-mounted to the frame directly below the boom. The power for it was off the driveline.

“I extended the linkage to the front end and powered it with the tractor pto,” says Cerveny. “I have a 25 hp. Yanmar that could easily power it, but I use a 100 hp. tractor, I wouldn’t want anything lighter when pulling it down the road.”

The only other changes made involved painting the trailer frame black and giving the boom a fresh coat of orange. The trailer with its articulated boom has hauled logs, as well as other items, around Cerveny’s farm. He even has a new safety basket to use as needed.

“These old boom trucks are often cheap, as the motors are shot,” he says. “I paid only \$1,000 for the truck and about \$200 for paint. For that I have a trailer with a boom that can lift 1,000 lbs. 29 ft. in the air.”

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## On-Farm Commercial Grain-Testing Equipment

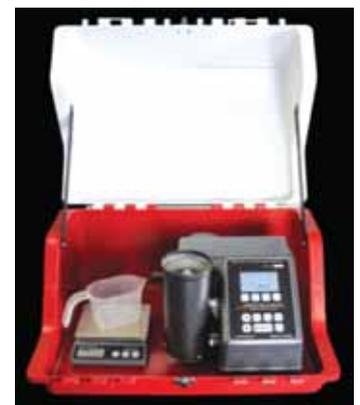
Grain producers can evaluate their crop before harvest, while they are harvesting, or afterwards when it’s in the bin with products from Dimo’s Labtronics. The company carries more than a dozen different grain quality testing devices, from the Simpler Sampler Portable Combine to an instant read, grain temperature probe with Wi-Fi.

“Many farmers now want the same equipment used by their local elevators so they know exactly what the quality of their grain is prior to going to market,” says Jason Diehl, Dimo’s Labtronics. “In the past, many did not have this equipment and had to rely on their grain buyers for quality determination. This is no longer the case.”

Dimo’s top-selling products are moisture meters, the Labtronics Model 919 (\$1,499 Canadian) and Automated Model 919 (\$2,649 Canadian). The Automated Model 919 also converts official test weight into lbs./bu. and kg/hL.

The Canola Sieve Set (\$149 Canadian) consists of 3 pans, one with 6.5/64 round holes, one with 0.038-in. slots and a solid bottom pan.

Dimo’s Simpler Sampler portable combine (\$979 Canadian) eliminates hand threshing. The Simpler Sampler uses a beater for threshing and an adjustable air column for separation. The beater has a high speed for cereal grain crops and a low speed for oilseeds.



**Dimo Labtronics carries more than a dozen different grain quality testing devices. Their top-selling products are moisture meters.**

The company’s 9-ft. long temperature probe (\$799 Canadian) with infrared sensor at the tip is Wi-Fi equipped. It gives instant readouts on multiple smartphone or other Wi-Fi devices at the same time. The probe is completely wireless.

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