

## On-The-Go Tire Inflation For Planters

Precision Inflation's automatic tire pressure adjustment system is now available for Deere NT (narrow transport) planters. FARM SHOW readers were introduced to the technology in a report from a European farm show 30 years ago (Vol. 16, No. 1). In 2012, Precision Inflation began distributing it in the U.S. (Vol. 37, No. 2).

"The system worked well on the Deere DB planter series," says Ken Brodbeck, Precision Inflation. "Last year we tested out a new design on Deere NT planters and similar style Case IH planters. It lets the operator run the planter tires at full pressure in transit to the field. Once in the field, they can lower the pressure to reduce the pinch row effect that can limit emergence and yield."

Brodbeck explains that the design of NT planter wheel systems didn't leave space for the original inflation system. Engineers at the manufacturer in Germany tackled the problem and came up with a compact solution.

"They designed a rotary union that attaches to wheel hubs to raise and lower air pressure on the go," explains Brodbeck.

When tested by a farmer in 2021, the benefits were clear. His planter had 95/75 R22.5 VF tires with a recommended pressure of 60 psi on the road. The tractor tires were 480/80 R50 with a road pressure of 30 psi.

For comparison purposes, he ran the planter and tractor at suggested road pressures and again at optimum field pressures of 14 psi on the tractor and 24 on the planter.

"With the planter basically empty, initial seed emergence with high-pressure tires was 20,000 out of 32,000 seeds planted," says Brodbeck. "Emergence with the tires at 24 psi was 30,000 out of 32,000. Those that emerged later in the high-pressure pinch rows were shorter and had a stubby-type ear.

"The farmer also noted a visible difference



**High pressure-related compaction holds water in ruts (front of photo) until tires were deflated, showing no standing water (rear of photo).**

in root balls dug from the high and low-pressure trials," adds Brodbeck.

He suspects that the pressure wave created when the high-pressure tires pass by temporarily compresses the soil. When the soil bounces back, it reduces the seed-to-soil contact.

"Low-pressure tires don't create that pressure wave, so the soil is not disturbed as the tire passes," says Brodbeck. "The planter also pulls easier on the low-pressure tires, and there is less rutting in the field."

List price for the narrow transit style planter inflation adjustment system is \$10,500. Systems for other applications vary from \$5,000 to \$20,000.

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**With a foot feed, the operator doesn't have to switch back and forth between the hand throttle and hydraulics.**

## "Foot Feed" Throttle For 1950's Fords

Phil Smith built Red Rock Manufacturing around a foot throttle for 8N, 9N and 2N Ford tractors. He says a "foot feed" kit for later model Fords seems to be even more popular.

"Dowden Foot Feeds for the NAA (Jubilee), 600 and 800 series tractors are now outselling ones for the N series," says Smith. "The buyers of these tractors are using them as utility tractors with a loader, dirt bucket or landscape rake. With a foot feed, they don't have to switch back and forth between the hand throttle and hydraulics."

Smith's Red Rock Manufacturing specializes in after-market accessories for early Ford tractors. The Dowden Foot Feed was originally made in Prairie City, Iowa, only 20 miles from Red Rock's hometown of Pella, Iowa.

"We sell our replica kit with everything included," says Smith. "It includes cast parts

made from patterns of a set of the original cast parts."

The beauty of the Dowden Foot Feed, suggests Smith, is its simplicity. It's easy to install and doesn't affect the hand throttle at all.

"It just bolts onto existing holes in the footrest," says Smith. "I've had calls from customers who had foot throttles on their newer tractors. They appreciated being able to install one on their older tractor."

Dowden Foot Feeds for NAA, 600 and 800 Series Fords are priced at \$135 (free shipping). The Dowden Foot Feeds don't fit tractors with power steering.

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## Truck Mounted Hoist Makes For Easy Lifting

Will Patterson mounted a heavy-duty hydraulic hoist on the back of his pickup to load materials and equipment. Patterson says it saves him having to use a ramp, backing up to a dock, or loading materials with a tractor and bucket.

Patterson made the lift by mounting a Northern Tool Hydraulic Hoist to the rear bumper of his pickup. He reinforced the bumper mounting point with steel plates and then secured the hoist with 1-in. carriage bolts. A 2 1/2-ton scissor jack under the bumper supports it if the payload weighs 300 lbs. or more. Patterson says the hoist doesn't obstruct the width of the bed so he can still load plywood sheets or other wide items. He says that even though the lift extends beyond the side of the truck, it's close enough to the body that he can use the passenger side mirror to avoid hitting anything.

"Having the hoist sure makes loading the pickup a lot easier," Patterson says. "The heaviest equipment I've lifted is a 46-in. zero turn mower that probably weighed close to 400 lbs. and just fit inside the truck box. Without the hoist, I had to use ramps and drive it on, which was always a little dicey. Now I can lift it, so that's a lot safer."



**A 2 1/2-ton scissor jack under the bumper supports it if the payload weighs 300 lbs. or more. Patterson says the hoist doesn't obstruct the width of the bed so he can still load plywood sheets or other wide items.**

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**Fisher made a front frame to support the roof and provide a windshield opening out of 1-in. angle iron. It's bolted securely to the upright brackets on the tractor's 295 loader frame. The rear of the roof is mounted to the tractor's roll bar.**

## His Tractor Cab Has A Golf Cart Roof

Dale Fisher didn't want to spend big money on a used cab for an older tractor, so he built one himself, using the roof from an old golf cart and other miscellaneous materials. Fisher's custom cab on his Deere 1050 tractor has proven ideal for the changing seasons and unpredictable weather at his Michigan farm.

"I was looking for a simple way to get some protection and thought the golf cart roof and other parts would work without too much trouble," Fisher says.

He made a front frame to support the roof and provide a windshield opening out of 1-in. angle iron. It's bolted securely to the upright brackets on the tractor's 295 loader frame. The rear of the roof is mounted to the tractor's roll bar.

The windshield has safety glass similar to that used on automobiles that he bought from a local supplier. The back window is an old plexiglass storm door window that he framed inside the tractor's roll bar. "With four screws holding it on the front and back it's easy to put on or take off," Fisher says.

The cab has flexible zippered doors, which Fisher can roll open and secure with a Velcro strap. Velcro also seals the windshield frame to the cab, which helps lock in heat from the engine when the tractor is running. The project cost him about \$250, with \$50 of that for the custom windshield.

"I used the soft cart cover and flexible doors because I didn't have to match it to the fenders or try to go around the hydraulic hoses for the loader," Fisher says. "I think the idea works well for smaller tractors like my 37-hp. model, and it might also work for slightly larger tractors up to 60 hp."

Fisher's cab protects him from the wind, and he says, "When it's snowing or 30 degrees with a 15 mile an hour wind, it's pretty uncomfortable in the open. This allows me to be out in that kind of weather and not have to overdress."

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