

DM-Cart's initial purpose was removing turkey mortalities, but the brothers soon realized they could also handle other jobs like hauling shavings, dirt, firewood, and feed for calves.



## Stand-On Electric Cart Invented For Turkey Barns

For turkey farmers and brothers Derek and Mike Gaerke, handling and removing mortalities from their barns was time-consuming and energy-wasting.

"We're in our mid 20's and have four barns between us," says Derek. "We realized we're going to be turkey farmers our whole lives, and wheelbarrows just weren't cutting it. So, we came up with a piece of motorized equipment to make our days easier."

They designed a silent, 100 percent electric conveyor cart they could drive through their barns, gather deadstock into the rear box and unload them via conveyor chain into a skid steer or loader.

The DM-Cart sports a V-plow on the front to safely move turkeys to the side as they drive and a narrow frame to fit through a standard 36-in. doorway. It's powered by two 12-volt, 50-amp/hour sealed lead acid batteries for all-day use. Charging is completed through a standard 110-volt receptacle and lasts about a week. Hauling weight starts at 750 lbs. with optional upgraded components to carry 1,100 lbs. if needed. The single-speed conveyor features 9-ga. cross members and is controlled by an electrical switch.

"Our cart has a low loading point so you're not lifting more than you have to when you put the turkeys in," Gaerke says. "You only handle the birds once. Just back up to a loader or wherever you need to put them and hit the switch. The back end is 2 1/2 ft. off the ground so it's high enough to easily unload into a bucket."

The initial purpose of the units was removing turkey mortalities, but the brothers soon realized they could also handle other jobs like hauling shavings, dirt, firewood, and feed for calves. For these types of tasks, they built modified carts featuring open tanks and twin front wheels. Other options include a toolbox that doubles as a seat, LED lights, and a larger motor.

The brothers manufacture and assemble the carts in a repurposed hog barn right at their farm and ship them all over the country. Standard units sell for \$5,000 to \$6,000 plus S&H.

Contact: FARM SHOW Followup, Derek and Mike Gaerke, DM-Carts, 4230 Saint Peter Road, Fort Recovery, Ohio 45846 (ph 419-852-8838; dmccarts@gmail.com; www.dm-carts.com).



Folding option is unique to Drago as no hydraulics are used. Simple lever operation allows it to slide into place as connections are made.

## Folding Header Designed To Reduce Yield Loss

"Other companies talk about chopping and cutting when referencing their corn headers," says Dustin Bollig, V.P. of Dragotec U.S.A. "We do that too, but ours are mainly designed to reduce yield loss."

The Drago GT corn header is manufactured in Italy with dealers across North America wherever there is corn, Bollig says. As the main North American distributor, Dragotec handles all aspects of warranty, training, set up and service.

"The number one thing farmers like about our headers is the reduction in yield loss," Bollig says. "We accomplish this by using self-adjusting deck plates that automatically move to fit the crop. The corn stalks spread the deck plates open to the right width, rather than having to guess where to set them."

Bollig points to university studies stating if plates are off the stalk by an 1/8 in., up to four bushels per acre can be lost. Drago's plates move and adjust automatically rather than positioning them hydraulically.

The Drago GT header also has longer knife rolls than its competitors. Their smaller diameter equals added plant processing time which allows the roller tips to run slower. This controlled process results in less ear bounce and fewer kernel losses while still

maintaining normal field speed.

Bollig adds their equipment has a lower deck angle using less energy to move corn heads upward. Chain movement is slower and works with the largest diameter deep trough auger of any competitor for smoother operation.

"Quad suspension absorbs the energy of the ears hitting the deck plate vs. the ear absorbing the energy, plus our four-way movement removes debris. It's an enhanced self-cleaning mechanism," Bollig says.

The GT is also entirely gear driven except for the gathering chain which adds efficiency.

Its folding option is also unique to Drago as no hydraulics are used. Simple lever operation allows it to slide into place as connections are made.

Options include a single or twin-crop alternative that sizes residue down for increased stalk breakdown.

Bollig recommends farmers contact their local dealer or visit Dragotec's website to access a dealer locator and find prices, features, models and options.

Contact: FARM SHOW Followup, Dustin Bollig, Dragotec U.S.A., Fenton, Iowa 50539 (www.dragotec.com).



1,000-watt powered cargo truck from Safer Wholesale.

## Cargo Hauler Powered By Electric Trike

This 60V 1,000-watt Electric Powered Cargo Truck from Safer Wholesale is a small hauler's dream utility vehicle, capable of hauling a 400-lb. payload plus 265 lbs. of passengers up to 15 miles at a maximum speed of 15 mph on a single charge. Recharging can be done by either 110V or 240V to charge the four 12V 20Ah batteries in about 4 to 6 hrs.

The vehicle is built on a metal frame with 6.3 in. of ground clearance. It has a leaf spring suspension and rides on three 16 x 3.0 x 12-in. tires that provide three-point stability. The 3-ft. by 4-ft. steel cargo box can be lifted manually and has a fold-down end gate and side panels for easy loading and unloading.

Driving the vehicle is easy from the comfortable bench seat that can accommodate

two people. The top lifts up on a piano hinge to reveal a cargo area. Driver controls include a handlebar twist throttle, three speeds, forward and reverse. Braking is done with a foot pedal. Safety features include signal lights, brake lights, a high-intensity headlight, and a reverse warning beeper. The console has a keyed ignition and gauges that show ground speed and battery capacity.

The cargo truck is available in red, blue or black and can be ordered online or by calling the company. Check the website or call the company for current pricing. Suggested retail is \$6,199.

Contact: FARM SHOW Followup, Safer Wholesale (ph 866-606-3991; www.saferwholesale.com).



Krueger made an extension from 3-in. box tubing to mount the power head from an old DR trimmer head to the side of the zero-turn.

## Self-Propelled String Trimmer

Once John Krueger had stripped the deck off an old zero-turn mower, he saw its potential as a self-propelled string trimmer. He had fixed it up with safety rails for getting on and off and a set of LED lights. He just had to mount a string trimmer and figure out how to power it.

"The zero-turn still had the electric clutch that activated the mower on the deck I'd removed," says Krueger. "I could use it to turn the string trimmer on and off."

Krueger made an extension from 3-in. box tubing to mount the power head from an old DR trimmer head to the side of the zero-turn.

To power it, he mounted a double-wide pulley, salvaged from an old International truck, under the zero-turn. A belt runs from the pulley that had powered the mower deck to the idler. A second belt runs from the idler to the trimmer head.

"The idler has a spring on it to keep the belt tight," says Krueger. "However, I have a chain running from it to me. If the belt needs

more tension, I just pull on the chain."

The extension that holds the trimmer head hinges at the frame. This allows the ball under the string trimmer to ride up and over obstacles.

"It can raise and lower about 4 to 6 in.," says Krueger. "Normally, the belt holds it in place. However, if it does raise, the spring on the idler lets the belt give and take."

Krueger admits to being a hoarder, with lots of little parts lying around. They included everything he needed to mount the string trimmer.

"I can't run the engine very fast, but that isn't a problem with the zero-turn," says Krueger. "I can run it pretty slowly. It saves a lot of steps and works great for trimming around fence lines and around trees, as well as on our long driveway."

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