

Adapter Swaps Headers Fast

Switching from chopping forage to making earlage with a Capello corn header is quick and easy with the Quick Up adapter from Capello. The modular unit fits any self-propelled forage harvester with the addition of a brand-specific hitch plate. This makes it easy to move a Capello corn header from combine to chopper and back, whether they're the same brand or not.

"I'm unaware of other adapters that let you go between brands," says Kevin Carey, Capello USA. "If you trade to a different brand chopper, simply replace the hitch plate. The Quick Up unit module is otherwise unchanged."

Capello introduced the Quick Up at Agritechnica in 2019 and to its home Italian market in 2020. It's been available in the U.S. market since 2023.

With the hitch plate in place, the forage harvester operator simply drives up to the Quick Up and hooks the hitch plate. The module slips into place. A simple latch on either side locks down the Quick Up. With the module in place, the forage harvester attaches to the Capello corn header just as it would with a combine.

To make the corn header available for grain harvest, simply detach the Quick Up from the header and back away. Returning to forage chopping is equally simple. Just detach the stand-alone Quick Up module and reattach the forage header.

Carey notes that the timing was right for



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the Quick Up's recent introduction to the North American market. Interest in earlage is on the upswing.

"A lot of dairymen are compartmentalizing ingredients to better tailor their ration," says Carey. "With the Quick Up, they can harvest the earlage and then come back and chop the stalks."

Carey notes that the Quick Up is beefed up over the competition, ensuring greater longevity and reduced maintenance. Current MSRP for the Quick Up is \$20,000, regardless of brand.

WTP Implements Division, with its nationwide network of dealers, distributes Capello USA. Visit the company's website or contact them directly to find the nearest dealer.

Contact: FARM SHOW Followup, WTP Implements Division, Capello USA, 5400 N. Annika Ave., Sioux Falls, S.D. 57107 (ph 855-227-3556; www.capellousa.com).

Affordable Grain Bin Aeration Attachment

Western Canada's unreliable weather makes it difficult to dry and cool harvested grain. Farms without existing aeration systems face expensive outlays for their implementation.

To address these issues, Bill Strelloff, owner of Wavcor International, a Saskatchewan company, devised the idea for the Wavcor Manhole, a simple grain cooling attachment for most smooth or corrugated grain bin manhole cover entry points.

"Many farmers have smooth-walled bins without aeration capabilities, and of course, it's expensive to add," says Jason Griffith, Wavcor engineer. "Bill wanted to get air into a bin in a simple manner, so he designed this cost-effective addition to provide farmers with confidence in their harvested grain."

The Wavcor Manhole attachment includes a round or square plate that slides inside standard bins' 21 or 24-in. manholes, along with a double-bar system with three bolts for installation or removal of the attachment. A 24 in. long perforated cylinder mounts inside the bin to allow airflow.

"It's a short cylinder for a couple of reasons," says Griffith. "First, it's not too big and heavy to move out of the way if you need to get into the bin, plus it's short enough to stay out of the bulk of the grain flow as it runs out into an auger. It doesn't need to be as heavy-duty as there's less force on it away from the grain's flow path."

The attachment connects to any available propane or natural gas aeration fan using a provided air sock that runs between the manhole and the fan. Wavcor has found the system works exceptionally well with canola



Wavcor Manhole attachment includes a round or square plate that slides inside standard bins' 21 or 24-in. manholes, along with a double-bar system with three bolts for installation or removal of the attachment.

and cereal grains.

"It makes a huge difference cooling down and preserving grain, reducing the likelihood of bugs, even with a small 5 or 10-hp fan," Griffith says. "It's not really made to dry grain, but it tempers it enough to help avoid heating and spoilage issues."

The Wavcor Manhole sells for \$1,190 plus S&H.

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Moonlander ML6 all-electric, 750-hp, 32-ton bulldozer.

Revolutionary Modular E-Dozer

By Jim Ruen, Contributing Editor

Four years ago, Ahmed Shubber was working in his parents' garage, converting an old gas-powered garden tractor into a fully electric model with a loader and remote control. That project earned him a \$20,000 investment, which he used to convert a skid loader to all-electric. This past May, he unveiled the prototype for a revolutionary Moonlander ML6, an all-electric, 750-hp, 32-ton bulldozer. A modular Gen 2 version is also in development.

In between, he went from broke with maxed-out credit cards to Lumina, a company projecting \$44 million in excavation revenue in 2025.

To understand how he has progressed so quickly, watch the videos he has posted on YouTube and read his ongoing series of tweets on X, as well as his LinkedIn posts. Quotes in this story come from those and other public statements made by Shubber.

In an increasingly digital world, Shubber's success can be measured in part by impressions. His first video had only 204 views after three years, and this writer was only his fifth subscriber. Compare that to him getting 500,000 impressions per week on X today.

Reaching his goals relies on the success of the Gen 2 ML6.

"A fleet of low-cost, second-generation Lumina dozers and power packs will enter service in early 2026," said Shubber recently. "What looks like a dozer is actually a multipurpose platform designed to support 20+ configurations."

Revolutionary in design and ready for remote or autonomous operation, it has roughly the footprint of a CAT D6. However, it has the bucket capacity, more power, and lower operating costs than a diesel D9. It's estimated it'll operate at half the price of a D9.

Equally revolutionary is Lumina, a company that has no plans to sell anything. Instead, Shubber will use a fleet of ML6s to perform work under contract, develop additional equipment based on its design, and leverage the technology being developed.

"Lumina's master plan is simple," stated Shubber in a tweet. "We're building technologies to dominate four core markets: excavation, concrete, steel fabrication and lumber. We won't sell our technologies. We'll dominate one market segment and layer services on top of the next most adjacent segment."

Shubber's thinking goes far beyond the conventional box. Not only is the ML6 designed to compete with a D9 on the ground, but also on the road. It's compact enough to be easily transported without needing to

disassemble it.

The modular design of the Gen 2 ML6 is lending itself to the next Lumina product, BladeRunner. Slated for a 2027 introduction, BladeRunner is a 100-ton, 9-cu. yd. electric excavator that will use 60% of the components designed for the ML6. The cab, batteries, controls, thermal system, electrical architecture, operating software, autonomous sensor kits and more are all found on the ML6. The excavator is just the second step in the Lumina journey. RoadRunner, a front-end loader, is planned for 2029.

Perhaps most revolutionary of all is that Shubber has found ways to bring his products to market at a third to half the cost of competitive equipment. He has done so with the instincts of a FARM SHOW reader.

Lumina, as a company, does everything in-house. The first iteration of the ML6 was assembled in the U.K. for \$3 million. Parts came from nearly 200 different suppliers. By January 2026, Shubber plans to have everything in-house. Modeled after Tesla, research, development and production will be vertically integrated. The production team even developed its own black paint.

"We design and build everything, down to our hydraulic tanks," says Shubber. "Each one is a work of art, engineered in-house and zinc-coated to prevent contamination."

Negotiating has also paid off. Lumina recently secured a multi-year battery module agreement that cuts the cost of the battery pack by nearly 68%. The pack is notable for its 10-hr. runtime and its ability to recharge to 100% in 75 min.

Whether or not Lumina achieves its goals, the company has been noticed by the competition.

"A director from a top three OEM met with us to ask for a licensing deal," recounted Shubber. "They wanted to stamp their brand on our products. My response: We're not your R&D department."

Since the unveiling of the prototype, Shubber says he's been inundated with interest from contractors, dealerships and more, eager to buy, sell or distribute. That included a major mining group that reached out in mid-June, asking Shubber to sell them dozers.

"We've got bigger things in mind," was his response.

The company promises to launch an expanded website, which is currently only a single page. For more information at this point, follow @ahmedshubber25 on X or Ahmed Shubber on LinkedIn.

Contact: FARM SHOW Followup, Lumina Technology (www.luminatech.co).