

How To Destroy Stubborn Odors

No one likes a smelly car or truck, a stinky hotel room, or a home that makes your nose crinkle and your eyes water.

Enter the Odor Bomber from U.S. Safety Solutions. The combination product is comprised of a chlorine dioxide mixture and an activator.

“Other control products mask foul smells, but the Odor Bomber destroys odors,” says company owner Deryck Wade.

Each Bomber comes in a jar with a chlorine dioxide pouch and an activator inside. To trigger it, the activator is poured over the chlorine dioxide pouch.

“If possible, first remove the source of the odor, and then place the Odor Bomber on the center console of a smelly car, or a high table in an affected room before putting them into action,” Wade says. “Once initiated, it will permeate the area, find the odors, and destroy them, leaving the car or room smelling like clean and fresh swimming pool water.”

Wade says the product is perfectly safe and, once activated, offers enough time to vacate the affected location. He recommends leaving the area for at least 20 min.

“The longer the better before disposing of the empty jar and airing out the car or room,” he says.

The product effectively eliminates a wide range of odors, including those from cigarettes or marijuana smoke, mold and mildew, skunk sprays, sour or spoiled food, rat and other rodent droppings, vomit and urine, as well as body odor and other



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Three versions of the product are available, including a quick 20-min. Odor Bomber for car rental companies, a room decontamination model for hotel rooms or empty houses, and a slow-release version for car dealerships and auction house facilities with long-term embedded smells and odors.

The Odor Bomber is manufactured in the U.S. and available across North America through the company website. All three products sell for \$19.95 plus S&H.

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Old Seatbelts Make Easy Gate Latches

We wrote about old seatbelts being used as gate latches back in Vol. 32, No. 3. At that time, Keith Kropf was removing seatbelts from old vehicles and wrapping the old belt around the post and gate, adjusting the length as needed.

While the belting may wear out with use and weather, the chrome-plated and plastic buckles hold up well in all types of weather and can easily latch to close or keep open a gate.

Mounting the buckle and clip depends on the material used, such as metal, wood or concrete. Once installed, the buckles work well for long periods of time and are easy to get.



Seatbelt buckles mounted as gate latches work well in all weather conditions.



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Spray More Acres For Less

The 3,300-gal. capacity on a Horsch Leeb 12 TD pull-type sprayer means fewer stops to refill. Spray boom working widths that start at 120 ft. and top out at 160 ft. mean more acres with every pass. A superior suspension system, boom design and boom control ensure a smooth and precise application, all for less money.

“You get the same or greater boom width at 40% the cost of a high-clearance sprayer,” says Mike Wasyluniuk, Horsch Canada. “It can be pulled with an older, lower-cost tractor, and with the high capacity, spraying becomes a one-person job.”

“Fill up in the morning and spray till noon,” he says. “Eat lunch, refill and spray the rest of the day. You can have 1,500 acres done without a second guy hauling water.”

Wasyluniuk sees the Leeb 12 TD as a complement to high-clearance sprayers. He notes that one of the first customers was also running a Deere 616R sprayer.

“It can do the same job, but at a lower cost.”

He notes that bigger booms, like those on the Horsch Leeb 12 TD, are common in Europe; however, they travel at slower speeds. Horsch took this into account and designed the Leeb 12 TD to handle North America’s higher speeds and terrain deviations. Ultrasonic sensors mounted on the outside of the boom ensure the boom height adjusts as needed.

“You can drive right through a drainage ditch,” says Wasyluniuk. “The Leeb 12 TD center rack is independent of the rest of the machine. Boom suspension is aided by hinge points halfway down the booms. Two hydraulic cylinders take the shock off the rack, while the gyroscopic sensor automatically levels out the booms, so the tips don’t hit the ground.”

While the crop height is limited by back axle height, the pull-type sprayer is multi-purpose.

“Use it pre-emerge and when the crop

is low and again post-harvest,” suggests Wasyluniuk. “In corn country, you can also use it to put down high rates of liquid fertilizer.”

The high-capacity sprayer features two tanks, front to back. They’re positioned to maintain weight on the tractor hitch for maximum traction with the back axle. The rear tank empties first, followed by the front tank, to maintain weight on the hitch.

“This allows smaller tractors to be used without additional ballast,” says Wasyluniuk. “This reduces cost and soil compaction.”

The tandem axle design includes an axle steering system, which ensures the sprayer’s front axle follows the tractor’s rear axle, while the sprayer’s rear axle follows the tractor’s front axle. This minimizes compaction and improves maneuverability.

On-the-go tire inflation lets the operator hit a switch for road pressure or a lower field pressure. As the tanks empty, tire pressure automatically increases.

Horsch continues to look for ways to improve the design.

“Our biggest tires have been 650s,” says Wasyluniuk. “We just got approved for 900s. They will put more rubber on the ground for better flotation.”

Contact the company for the nearest dealer and pricing. Horsch Canada also distributes equipment to the U.S.

“We’re signing up new dealers every week,” says Wasyluniuk. “We started our sprayer program in Canada with our self-propelled sprayers, and now we have added our pull-type. We’ll be introducing it in Canada and the U.S. wherever we think it’ll work. There appears to be a lot of demand for it.”

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Bayer’s e-auger attached to his e-tractor.

Post Hole Auger Goes Mobile

After converting several gas-powered garden tractors to electric, Bill Bayer found it easy to convert a corded post hole auger to mobile.

“I got the idea after making a boom pole for Artie, my articulated, all-electric garden tractor (Vol. 49, No. 1),” says Bayer. “I made a rough sketch as a concept and ordered a \$90 plug-in electric auger off of Amazon.”

The electric actuator on the rear of the tractor controls the vertical movement of the boom pole. Bayer used the boom pole frame without the pole to mount the auger. The actuator would provide vertical movement, just as it did with the boom pole.

He slipped a short piece of square tubing into the receiver for the boom pole. Unlike the straight pole, this steel tube has two bends to provide the necessary height, while keeping the auger close enough for adjustment of positioning and vertical movement from the tractor seat.

“I attached a U-joint at the end of the tubing so the auger can swing in any direction,” says Bayer.

He fabricated a trapezoid-shaped housing from steel plate that was sized to the auger

drive. The auger drive is secured in place at a hole in the bottom plate. A stub on the top plate connects to the U-joint.

Bayer removed the handles from the auger and reattached the right handle, which has the start/stop and auger speed control on a steel tab on the right side of the housing.

To power the auger, Bayer ran a cable from the e-power takeoff on Artie to an inverter he mounted on the steel tubing. It converts the tractor’s 48-volt DC power to 110 AC.

Once he wired the power cord to the inverter, he was ready to put the auger to work. He drove Artie to a spot near the family chicken coop where he planned to build a deck.

“It worked fine, but it went into the ground at an angle,” says Bayer. “I realized it would take a little practice to coordinate the steering and starting angle of the auger. Or I can just push the tip of the auger away from the tractor when starting the hole.”

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