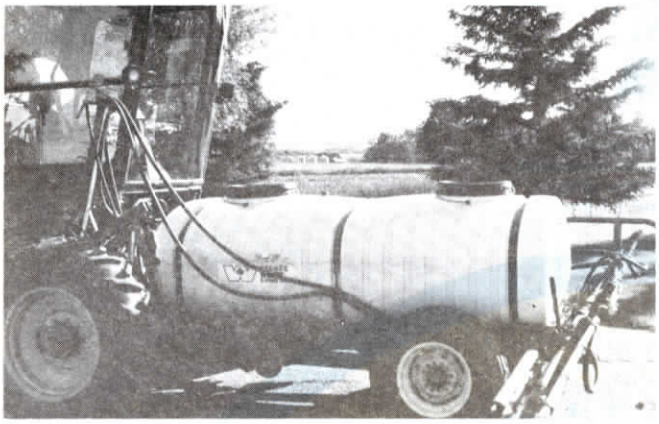

Huff coupled a 4-wheel 500-gal. sprayer and 65-ft. boom to a Deere 2420 swather.

IDEA WOULD ALSO WORK ON COMBINE

"Push Sprayer" Attaches To Swather Lift Arms

"I do all my spraying with a Deere 2420 swather coupled up to a 4-wheel 500 gal. George White sprayer with a 65-ft. boom," says Robert Huff, Edmonton, Alberta, who likes the visibility and maneuverability of the up-front sprayer as well as the fact that it gives him a second job for his swather which would otherwise sit idle most of the year.

"I've always done all my spraying with swathers using various home-built rigs," says Huff, who's been farming 35 years.

He attached the header lift arms on the swather directly to the front hubs on the sprayer trailer. A push hitch runs back under the swather, mounted to frame of swather. The sprayer drawbar hooks directly into the push hitch.

At first Huff planned to put caster wheels on the rear of the sprayer in place of the fixed wheels, but after trying it without decided it worked fine. It turns a bit hard at first but he notes that all turns are big ones due to the 65-ft. boom. After the first 100 gal. are used up the turns are much easier. A pto off the swather drives the spray pump. Sprayer gauges and valves mount on a stand positioned just outside the right side window of the cab for easy access. The swather can be quickly converted back for swathing when spraying is finished.

"I get to sit in comfort in an air conditioned cab. Visibility is great and if I see a patch of weeds off in a corner somewhere I can get right in there to spray them and then easily back out. That would be impossible to do with a trailing sprayer this big," says Huff.

He transports the sprayer backwards, folding the booms together behind the tank.

For more information, contact: FARM SHOW Followup, Robert C. Huff, Rt. 6, Box 246A, Edmonton, Alberta Canada T5B 4K3 (ph 403 472-6202).

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Jan.-Feb., 1991

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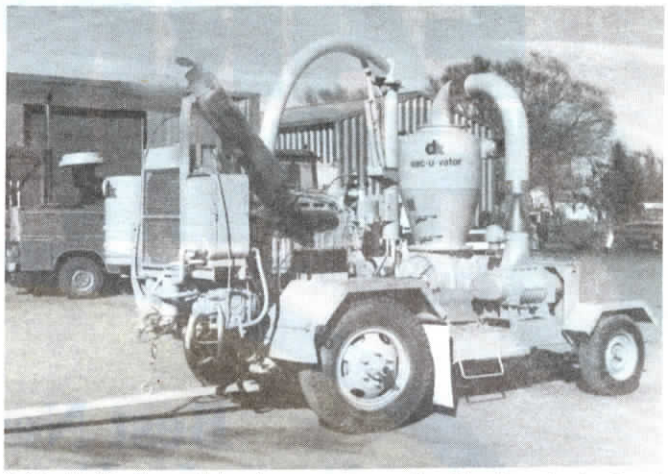

Reichert built self-propelled grain vacuum by mounting 2-ton Army truck axle and diesel engine on a commercial pull-type, pto-driven vacuum.

GREAT MANEUVERABILITY AND TREMENDOUS CAPACITY

Self-Propelled Diesel Powered Grain Vacuum

By Bill Gergen, Associate Editor

"It lets me get into tight places a tractor and grain vacuum combination couldn't reach," says Marvion Reichert, Elm Creek, Neb., about his first-of-its-kind self-propelled grain vacuum. He built it by mounting a 2-ton Army truck axle and a diesel engine on a commercial pull-type, pto-driven vacuum.

Reichert paid $18,000 for a 1988 Dunbar-Kapple 1061 grain vacuum. He removed the tongue and moved the rear-mounted axle and wheels to the front. He built a channel iron frame around the Army truck axle and mounted a Detroit 671 diesel stationary engine on it, then bolted the frame to the vacuum rig. He used a hydrostatic drive motor off an old Field Queen chopper to drive the truck axle. He coupled the vacuum's pto shaft to the engine's output shaft, then mounted a tongue on the front side of the rig. He uses a 1-ton pickup to pull the grain vacuum to custom jobs where he unhitches it for self-propelled use, removing grain from bins and flat storage and cleaning up spoiled and spilled grain.

"I've used it for about 900 hours with no problems. As far as I know it's the only self-propelled grain vacuum ever built," says Reichert, who built the rig with the help of Ed Reese, a local blacksmith. "It has a top speed of 15 mph which lets me quickly move from bin to bin, and the 8 1/2-ft. wheelbase lets me maneuver it into tight places and get close up to bins, which keeps the vacuum capacity near its rated 4,200 bu./hour."

When Reichert arrives at a job site, he unhitches the tongue and chains it up off the ground, locks the lockout hubs on the front wheels, connects the steering hoses, and winches the truck loading kit into place. One steering lever controls forward or reverse while another turns the rig left or right.

The vacuum's pto shaft is belt-driven by a pulley on the engine's output shaft. "By using this arrangement I can operate the engine at 1,600 rpm's and still run the vacuum at its rated 1,000 rpm's," notes Reichert. "At this speed the engine produces about 145 hp and burns only 5 gallons of fuel per hour. If the engine ever breaks down I can still hook up a tractor to the pto shaft."

The axle is chain-driven by a sprocket off the hydrostatic motor. Steering is provided by a hydraulic cylinder attached to the axle's tie rod. A pair of hoses quick-connect the steering cylinder to a 3-position valve. An 85-gal. fuel tank is mounted in front of the vacuum. The entire unit was sand blasted and painted. Dunbar-Kapple provided new decals and warning stickers which gives the machine a factory look.

Reichert spent about $25,000 to build the self-propelled rig. He says he's willing to custom-build additional units.

For more information, contact: FARM SHOW Followup, Marvion Reichert, Jr., P.O. Box 391, Elm Creek, Neb. 68836 (ph 308 856-4332).