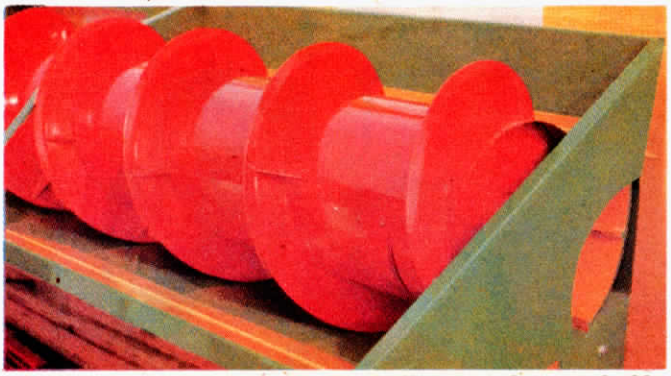


Sweco modifies combine headers by installing curved "auger shields" behind header augers to eliminate "dead spots".

MADE TO OUTLAST ORIGINALS

Heavy-Built Combine Replacement Parts

A California manufacturer known for its heavy-duty specialty machinery — including a combine that's said to outlast conventional machines 5 to 1 — has begun marketing combine replacement parts that they say far outlast original parts.

Sweco Products Inc. makes replacement elevators, boots, transition boxes, beaters (both new and rebuilt), beater replacement paddles, header augers, cell grates, tail grates, auger flighting, chromed cylinder bars, cylinder teeth, and half tracks. The parts fit Deere, IH and most other combine brands.

"We build replacements for parts that wear out fast. A good example are the bottom screen hangers on IH 1460 and 1480 combines. We build them out of heavier metal and sell them for $130 a set," says Robert Sankoff, Sweco representative.

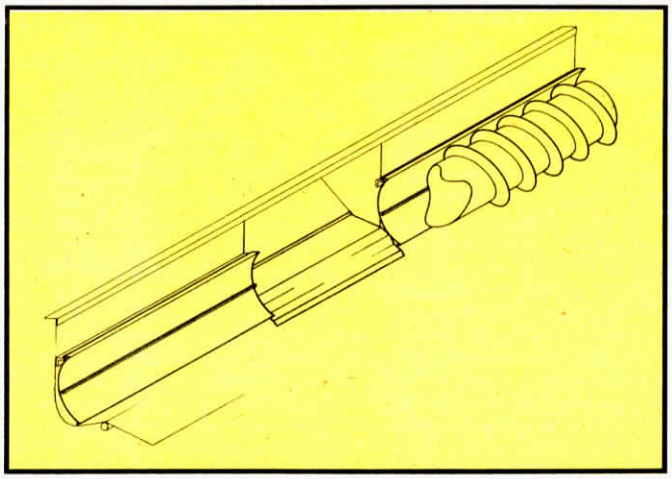
Another example of Sweco parts are paddles for Deere combine beaters. Sweco sells an entire beater assembly or you can buy replacement paddles made out of heavy 7 ga., 3/16 in. steel that weld in place of the original 14 ga. metal paddles. The Sweco paddles sell for $19 per paddle.

"Our parts are not necessarily cheaper but they last much longer," notes Sankoff.

One add-on part the company developed to modify combine headers is a curled "auger shield" that fits across the lower inside corner of the header table fitting snuggly up against the backside of the header auger. "I don't know why but most headers are designed with a dead spot behind the auger. This unit installs simply and eliminates backfeeding and ensures a constant flow of materials to the header," says Sankoff. The company also sells "speed flighting" for the center of the auger that helps aid the flow of material into the feederhouse.

The combine auger shield package, which fits behind 22 and 24 in. augers on most combines, sells for $175 to $205.

For more information on Sweco combine replacement parts, contact: FARM SHOW Followup, Sweco, 2455 Palm Street, Sutter, Calif. 95982 (ph 916 755-0521).



Drawing details header modification package's curved auger shield, and raised center section, which is designed to stop backfeeding and ensure a constant flow of material.

Three separate 3-pt. hookups carry implements beneath the frame of new Israeli tractor.

ELIMINATES SOIL COMPACTION

New Concept In Tractors

If you could look into a crystal ball and see the future, you might very well see a tractor like the new Field Power Unit recently introduced to North America from Israel by Keren International, Downsview, Ont.

The unusual looking rig has been used for six years in Israel on crops ranging from cotton and potatoes to hay and corn, according to Amir Cohen, project manager for the company.

He explains that the machine's advantages include that there's "zero compaction" on the crop raising area of the field since the machine's four tires always ride or drive in the same tracks across the field. You don't plant or till these tracks and you use them year after year. They can even be paved.

Cohen explains that using the machine reduces soil compaction and thus can increase yields up to 10% and cut energy costs by 22% by pulling as many as three implements at once.

There are three separate 3-pt. hook-ups and a hydraulically-powered pto. Cohen points out that with the 3-pts., you could, for example, pull a field cultivator, a harrow and a planter at once for a one-pass till and plant operation.

With the hydraulically-powered pto, pto speed can be set to match ground speed.

Cohen notes that conventional equipment, ranging from tillage and planting tools to spraying and harvesting equipment, can be easily modified to fit on the machine.

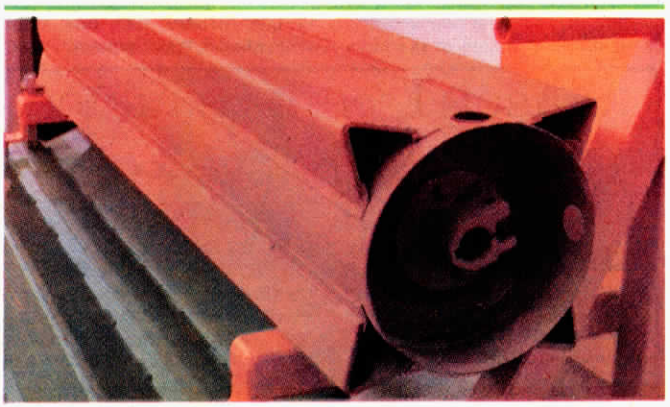
The Field Power Unit (19 ft. wide wheel tread) features four hydrostatically powered, computer controlled, independently operated 18.4 by 30 wheels. For travelling down the road, you turn the wheels so the rig moves lengthwise. In this configuration, it's just under 10 ft. wide.

The machine has a 16 mph road speed and is powered by a 240 hp. engine that's mounted to one side of the frame opposite the cab. It's equipped with five hydraulic pumps and a 50 gal. oil reservoir.

A peek in the cab reveals some strange looking controls. In field position, the driver's right side has controls for the pto and hydraulic systems, and a steering wheel which is actually a small knob which you turn. To the driver's left is the forward/reverse hydrostatic shifting lever. For road transport, the seat rotates 90° and the driver uses a conventional steering wheel. The Power Unit won't move unless the seat's locked into one of the two positions.

Guidance in the field is computer controlled. By adjusting one lever in the cab, the unit will automatically make three different types of turns.

For more information, contact: FARM SHOW Followup, Keren International Inc. 4646 Dufferin St., Downsview, Ont. M3H 5S6 (ph 416 665-1599).



Sweco replaces lighter, 14 ga. factory paddles on Deere beaters with heavy 7-ga. beaters that weld over "stubs" of old paddles.