



Lower part of guard replaces original bumper, with a grille guard above it.

“Wrap-Around” Bumper Guard

The entire front end of a pickup is protected by this new wrap-around “Iron Mask” bumper with grille guard made by Granger Industries, Inc., Iola, Kan.

It slants back on both sides to fully protect the headlights and turn signal lights. The lower part of the guard, which replaces the original bumper, is made from 3-in. sq., 3/16-in. thick steel tubing and 3/16-in. steel plate while the upper grille guard is made from 11-ga. sq. steel tubing and 1/4-in. thick steel plate.

“It’s built stronger than most replacement factory bumpers yet costs less,” says a company spokesman. “Our company has been building bumpers for tow trucks for years. This is just a redesigned version of the ones we build for tow trucks.”

The units bolt directly to the frame (some drilling may be needed on older models). They’re painted either a glossy black or a flat black primer (if you want to paint the unit to match your pickup).

Sells for the following prices: All Chevy bumpers, \$669 plus S&H; 1992-97 Ford 250/350/450’s, \$669 plus S&H; 1992-99 Ford F-150s, \$769 plus S&H; 1999 Ford F250/350/450/550s, \$769 plus S&H; 1993-99 Dodge



Guard slants back on both sides to protect the headlights and turn signal lights.

Rams \$769 plus S&H.

Straight styles are available for older model trucks, including 1983-88 Chevy/GMC, 1983-92 Dodge, and 1978-86 Ford F-series. They sell for \$569 plus S&H.

Contact: FARM SHOW Followup, Granger Industries, Inc., 1802 East St., Iola, Kan. 66749 (ph 800 824-0880 or 316 365-2727; fax 7712).

2-Ton “Cargo Truck” Fitted With Gooseneck, Dump Bed

Steve Aggert used to use a 1-ton pickup to pull a 36-ft. trailer and to haul heavy loads with the truck’s hydraulic dump bed. But the heavy loads were wearing out the pickup’s clutch and transmission. He solved the problem by removing the dump bed and hoist and remounting it on a modified 1988 2-ton Ford cab-over city delivery truck which he bought used.

The truck is powered by a 6-cyl. turbo-charged diesel engine. Its wheelbase is only 9 ft. long.

“It has a bigger transmission and differential than the pickup so it can handle heavy loads with no problems,” says Aggert. “It also looks nice although we do get a lot of strange looks from other truck drivers who can’t figure out what it is.”

Aggert notes that Don Moss, a local welder, did most of the work. He cut 13 ft. out of the truck frame, moved the rear axle forward, and then welded the frame back together. The spring hangers on the frame were turned upside down so that the shortened truck would ride better. He mounted a toolbox between the cab and dump bed and also replaced the original plastic fenders, which were broken, with heavy duty ones

that he made out of diamond steel plate.

“It’s nice looking and can handle any job with no problems,” says Aggert. “The dump bed works great for hauling dirt, rocks, landscaping mulch, and other heavy loads for our lawn and tree care business. We use the trailer to haul small tractors and seeding equipment. A receiver hitch on back of the flatbed can be used to pull straw blowers, water wagons, etc.

“We bought the truck through a local Ford dealer for \$7,500. It had about 150,000 miles on it but because it was a fleet truck it had been well maintained so we weren’t concerned. The 9-ft. long wheelbase is actually shorter than the 1-ton pickup’s wheelbase so it turns short. The cab tilts forward which makes it easy to access the engine.

“I think any farmer should look at buying used 2-ton fleet delivery trucks and converting them to pull gooseneck trailers. You can probably buy four used 2-ton trucks for the price of a new 1-ton pickup.”

Contact: FARM SHOW Followup, Steve Aggert, Earth Care Lawn & Tree Co., 17484 Sangamon-Menard Co. Rd., Ashland, Ill. 62612 (ph 217 476-8270; fax 8177).



Simple grain-moving system consists of a 12-ft. tall “pivot stand” positioned between four large bins arranged in a square pattern.



“Pivot stand” is a 5-in. dia. pipe with a 15-ft. long auger mounted on top that can reach all four bins.



An auger from the grain dryer delivers grain to the top of the pivot stand and then it’s augered to each bin.

Simple System Lets One Auger Load Four Different Bins

“It does the work of a commercial elevator leg but was a lot less expensive. We can move grain from our dryer to any of our four bins with just one auger,” says Roger Vaags, Dugald, Manitoba, about his simple grain-moving system that consists of a 12-ft. tall “pivot stand” positioned between four large bins arranged in a square pattern.

The “pivot stand” is a 5-in. dia. pipe with a 15-ft. long auger mounted on top that can reach all four bins. An auger from the grain dryer delivers grain to the top of the pivot stand and then it’s augered to each bin. The bin auger is belt-driven by a 2 hp electric motor mounted at the top of the pivot stand. To provide access a steel ladder is welded to the pivot stand and a steel catwalk is welded to the top of the bin auger.

To pivot the bin auger, Vaags mounted the pivot stand in a concrete “socket” that allows it to turn freely. A steel disc mounted at the

base of the pivot stand pipe contains a series of four holes which match up with holes in another disc embedded in the concrete pad. To rotate the bin auger to a different bin Vaags simply pulls a pin that connects the two discs, then rotates the pivot stand and reinserts the pin.

“It’s a simple, low-cost system that lets us load grain into any of our four bins without a lot of hassle,” says Vaags. “When one bin is full we pull a pin and pivot the auger 90 degrees to the next bin. The two augers together can move 700 to 800 bu. per hour. We use it only to load the bins with grain coming out of the dryer. If the grain that comes out of the field is already dry we use another auger to deliver it directly into the bins.”

Contact: FARM SHOW Followup, Roger Vaags, Box 89, Dugald, Manitoba, Canada R0E 0K0 (ph 204 853-2009).



Aggert removed dump bed and hoist from a 1-ton pickup and remounted it on a modified 1988 2-ton Ford delivery truck, which he bought used.



“The truck has a bigger transmission and differential than the pickup so it can handle heavy loads with no problems,” says Aggert.