



Premier Door Co. says its hydraulic-powered door offers many “new generation” features including soft start, soft close and variable speed controls. It was on display at the recent Farmfest show.

“Next Generation” Hydraulic-Powered Door

At the recent Farmfest show near Redwood Falls, Minn., Premier Door Co. displayed a one-piece, hydraulic-operated door with “next generation” features.

Owner Nick Schuft says it’s the best hydraulic door on the market. “Six years ago when we set out to manufacture hydraulic doors, the first thing we did was talk to customers who already had hydraulic doors. One of their biggest dislikes was the way the door jarred against the building during closure, along with the rough jerking start it made when opening. Sometimes customers were told by door manufacturers that they needed to extensively reinforce the structure to help minimize the problem.

“Manufacturing a door with a soft start, soft close and variable speed controls is better on the building itself and eliminates these issues. It’s also more cost effective than spending thousands of dollars on bracing to compensate for cheap hydraulic door systems. So we’ve focused on integrating hydraulics with electronics.”

Their standard door comes with safety valve cylinders, a submersed 5 hp. pump for quiet, fast door operation, and a wireless remote control that works up to 500 ft. away.

The company also offers a Smart Door® Technology package that comes with proportional valve controls for one-touch,

soft start open and soft close. A screen monitor with outdoor camera lets you know what’s happening outside before you open the door.

He says the company’s 5 hp. submersed hydraulic door pump runs quieter than competitors and is much faster, too. “You can hear a conversation while opening your door - that’s how quiet the door motor is.”

Safety features are built into the pump as well as the cylinders. “In the event of a hydraulic hose leak, rupture or loss of pressure, a built-in safety valve immediately stops the cylinder from retracting or extending.”

The screen monitor with outdoor camera comes in handy, he says. “It’s really nice to be able to look outside your door from the screen and know if you forgot about a piece of equipment parked outside before opening your door.”

Schuft says the company can handle any project, and can retrofit any existing structure. They offer a lifetime warranty on the door’s steel frame and a 5-year warranty on all hydraulic components and parts.

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Under-The-Chute Grain Mill Promises Long Life

Competitively priced under-the-chute grain mills from Horning Mfg. are built to last. The mills use heat-treated steel rollers, which are designed to outlast heat-treated cast rollers. They’re designed with mounts for belt-drive motors.

“We didn’t see competitively priced new mills for placement under the grain chute,” says Leon Horning, Horning Mfg. “We introduced 2 models, one with 10-in. rollers and the other with 24-in. rollers.”

Fitted with 10-in. rollers, the mill can grind about 300 bu. per hour and has a 2-belt drive. The mill with 24-in. rollers can grind about 800 bu. per hour and uses a 3-belt drive. Both sets of rollers come standard with 6 grooves per linear inch, and both mills use double sided V-belts.

“The more grooves per inch, the finer the grind, but the lower the volume,” explains Horning. “Fewer grooves produce a rougher grind, but at a higher volume. Rollers can be ordered with more or fewer grooves per inch.”



Belt-driven mill is equipped with long-lasting, heat-treated steel rollers.

The smaller mill is priced at \$5,000 and the larger mill at \$6,300 without motors.

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Winch-operated bale carrier mounts on the rear bumper of Bob Leer’s 2004 Ford shortbed pickup. “It’s a fast, efficient way to move round bales,” he says.

Pickup Bale Carrier Built For \$100

It’s common around West Point, Texas, to see Bob Leer traveling down the road at 50 mph with a big round bale of hay hanging off the back of his pickup. Though he moves them one at a time, Leer says his 2004 shortbed Ford pickup is the fastest, most efficient way to move hay because of the bale carrier he built and mounted to the back bumper.

“It’s a lot faster than a tractor and more maneuverable,” he says, compared to when he used a tractor that hauled two bales at a time.

And, with only about \$100 invested in a 3,000-lb. winch, the price was right.

Leer drilled holes in the back bumper and mounted brackets to hold the carrier made of scrap angle iron and steel tubing he had around the farm.

Big bolts on each side secure the carrier to the brackets and, for extra safety, Leer drilled holes in the top of the bolts to slip in cotter keys. He made the spear from an old Deere cultivator and added two shorter rods on each side to stabilize the bale. He covers the rods with plastic pipes when not in use to prevent injury.

Leer took bolts out of the pickup bed near the cab. He mounted the winch on flat steel and used longer, bigger bolts to secure it to the pickup bed. The winch cable goes through a pulley, and it easily handles 5 by 5 round bales that he typically hauls.

“It’s very stable, especially with the pickup’s short base,” Leer says. He operates the winch from inside the cab.

The bale carrier gets plenty of use, moving a couple hundred bales off the field into his barn and then up to 7 miles to his 30-cow herd through dry summer months and winter until about March 1 when winter grass is available



Leer made the bale spear from an old Deere cultivator, adding 2 shorter rods on each side to stabilize the bale.



Winch mounts on a flat steel plate that’s bolted to pickup bed behind cab.



Winch cable goes through pulley at top of carrier’s steel upright.

for pasture.

“It’s a lot handier than hooking up a trailer,” Leer says. “And it’s more comfortable.”

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