



Electric tarp automatically puts tarp on combine grain tank when needed.

“Power Tarp” For Combine Grain Tanks

Keeping combine grain tanks covered is as easy as flipping a switch with this new “power tarp”, introduced at the recent MATE show in Montana by Lars and Anton Borg, of Fairview, Mont.

It consists of a heavy duty vinyl tarp and a steel frame that bolts to the top edge of the grain tank (or tank extension). Each side of the tarp has a strip of webbing sewn to it that attaches to a pair of steel shafts, one on each side of the frame. The shafts are driven by a pair of 12-volt gear motors that are activated by a 2-way switch inside the cab. Flipping the switch one way pulls the tarp over the tank; flipping it the other way pulls it back off.

“It eliminates the need to crawl up onto the combine to put a tarp on or to shovel out wet grain,” says Lars. “The tarp rides up over a peak so it easily sheds rain. Trying to manually put a tarp on top of a combine grain tank isn’t an easy job. There are a lot of sharp corners that can tear the tarp and there’s no place to hook bunge cords so the wind can easily blow it off. Also, most tarps

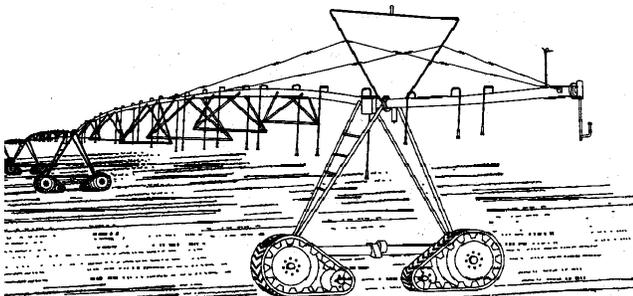
lie flat so you get a lot of puddles whenever it rains.

“The steel frame extends 6 to 10 in. above the top of the tank or tank extension. However, by removing a bolt from each corner you can fold the frame down inside the tank so that it won’t interfere getting into machine sheds. The frame adds up to 50 bu. of capacity to the tank.

“Visibility of grain inside the tank is no problem because the tanks on most of today’s combines have perforated screen windows. However, rain can come in through these windows so we’re now developing bolt-on sheet metal ‘awnings’ that will keep rain out.”

The tarps fit most popular combine brands and models and sell for \$1,695 to \$1,895. A manually-operated tarp that uses a crank mounted next to the cab sells for about \$250 less.

Contact: FARM SHOW Followup, L.A. Borg & Co., Rt. 2, Box 2651, Fairview, Mont. 59221 (ph 406 747-5847).



New track system for center pivots reduces ground pressure to as little as 2 psi’s.

New Center Pivot Track System

The best way to handle tire ruts left by center pivots is not to make them in the first place, according to Dennis Wilkinson of Omnitrac, a manufacturer of track systems for both 2- and 4-WD drive tractors as well as wagons and sprayers (FARM SHOW Vol. 19, No. 5).

The company has been working on rubber tracks to replace tires on center pivot irrigation equipment for two years. It now has a prototype system, which will be tested at three farms in the Pacific Northwest this year.

Wilkinson unveiled a blueprint of the system at the recent Northwest Agricultural Show at Portland, Ore. “We’ve had tremendous interest,” he told FARM SHOW. “The problem is that the system, as it is right now, would cost \$20,000 to \$30,000 depending on whether an operator runs seven or nine towers. We’d like to be able to bring that down to \$12,000 to \$15,000, which should be possible as more and more companies start making the rubber track, which is the most expensive component.”

Omnitrac’s system uses two 15-in. rubber belts per tower. Tracks wrap around the original tire and run over a 20-in. dia. idler wheel. Tension is maintained with a hydraulic cylinder.

The system provides 1,020 sq. in. of ground contact per tower instead of the 264 sq. in. with standard 11.2 by 24-in. implement tires. Ground pressure may be cut to as little as 2 psi’s, Wilkinson estimates.

Omnitrac will test the tracks - one pair per irrigation system - on farms in Idaho, Oregon and Washington this season to see how they perform on various soil types.

Like other Omnitrac systems, the center pivot track system installs quickly and easily, Wilkinson adds.

“You’ll be able to install them on a seven or nine tower system in a day or less,” he says.

Contact: FARM SHOW Followup, Omnitrac, 68287 Lower Cove Road, Cove, Ore. 97824 (ph 541 963-0139; fax 541 568-4571).



The Deere-powered TR2 Tracker is available with a number of options, including spray booms, pump and 250-gal. tank (as pictured).

New “Ultra Narrow” Rubber-Tracked Tractor

You’ll be able to get through the muddiest of fields without leaving a footprint with this new “ultra narrow” rubber-tracked specialty crop tractor introduced at the recent Northwest Agricultural Show at Portland, Ore.

“With narrow 8-in. tracks and 30 in. ground clearance, it was developed for spraying, fertilizing or cultivating specialty crops such as onions. But one grower has already asked us to build him a hi-boy version with 6 ft. of ground clearance so he can use it to top dress corn,” says Dave Grossen of GK Machine, Donald, Ore.

The TR2 Tracker is Deere-powered, either by an 80 hp or 110 hp turbocharged diesel. The engine is coupled to a Sundstrand hydrostatic transmission that uses twin 35 gpm pumps.

The track system features on-the-go hydraulic width adjustment. Using telescoping axles, width can be adjusted from 60 to 80 in. without stopping. Tension is main-

tained with a hydraulic cylinder that applies pressure to 13-in. dia. idler wheels.

Tracks are available in 8 and 11.7-in. widths, turning on six 11-in. dia. roller wheels. With a full 3,000-lb. payload, ground pressure ranges from 4 to 6 psi depending on which tracks are being used. Top speed is 9 and 15 mph, respectively.

Options include cab with pressurized charcoal filter system, 80 hp pto, a Cat. # II 3 pt. hitch, 50 or 60-ft. suspended spray booms, Hypro spray pump, and a 250-gal. stainless steel or poly tank. The spray system mounts on a modular platform that attaches and detaches from the rear in seconds with just two bolts.

Starts at \$50,000.

Contact: FARM SHOW Followup, GK Machine, 10590 Donald Rd. NE, P.O. Box 427, Donald, Ore. 97020-0427 (ph 503 678-5525; fax 5693).



The Weidemann 1009 D/R is powered by a Mitsubishi 3-cyl. 20 hp diesel engine. It’s shown here equipped with a 14 cu. ft. bucket.

4-WD Articulated “Mini Loader”

“Our new 4-WD articulated mini loader has some of the same features found on conventional articulated loader tractors but is so small you can use it even in the most confined areas of barns or stables,” says Stefan Wiesen, Sasto Industries, Inc., the North American importer out of Picton, Ontario.

The German-made Weidemann loader is available in three models, with the smallest one only 33 in. wide and the largest 4 ft. 3 in. wide. All models are powered by Mitsubishi diesel engines ranging from 20 to 38 hp. Standard equipment includes hydrostatic transmission and steering, an adjustable spring suspension seat, and mechanical quick tach locking system. More than 25 different attachments are available including a standard bucket, special feeding buckets for silage, corn, etc., an earth bucket with clawing teeth, scarifier, grapple fork, dozer blade, 45-in. lawn mower, pal-

let fork, auger, and sweeper.

“It’s more maneuverable than a conventional skid steer loader and allows precise load placement,” says Wiesen. “It drives smooth and doesn’t leave tire marks like a skid steer loader because you don’t have to apply the brakes to turn. It has a 4-way floating lever for up-down and tilt control of the bucket. Bucket capacity starts at 1,100 lbs. and goes up to 3,500 lbs.

“It comes with a mechanical quick tach mounting system for attachments but we also offer a hydraulic quick tach system. The mower mounts on the quick tach arms and is hydraulically driven. A hydraulic-driven snowblower is also available.”

Prices range from \$22,900 to \$42,900 (Canadian).

Contact: FARM SHOW Followup, Sasto Industries, Inc., Box 20029, Picton, Ontario, Canada K0K 3V0 (ph 800 445-1582).