Fan mounts outside truck and blows heated air to ductwork inside truckbox.

INEXPENSIVE WAY TO DRY GRAIN WITH NO HANDLING COSTS

Truckbed Dryer Can Be Used On Bins, Too

A Canadian farmer and manufacturer has come up with a new truckbed grain drying system that, he says, is an economical grain drying alternative for any size farmer.

Lloyd Kosmachup, Wadena, Sask., says his truckbed dryer, which will work in any size truck, saves money by eliminating handling costs and the cleanup that's necessary after drying. You simply dry it in the truck and then either put it into storage or haul it to market. The dryer fan that's used for truck drying can also be adapted to hopper bins or conventional bin-drying systems.

"You just install the duct system in the bottom of a truckbed. It displaces just 15 bu. of grain in a 2-ton truck. Then, the dryer fan is connected to the ductwork and it'll automatically dry the load," says Kosmachup.

In one test load of 350 bu. of wheat at 17% moisture, the dryer brought the grain down to 12.6% moisture in 6½ hrs. at a cost of 7¢ a bu. using 180° drying temperatures (LP gas).

The 220-volt fan is powered by a 5-hp. Baldor industrial motor with a static pressure of 14 in. Kosmachup says the 5-hp. design of the motor means it can be used with normal 40 to 50 amp breakers without rewiring the farmstead, as is required with most dryers. With adaptors the fan can be used on any bin, and the 250,000 btu propane burner in the unit can be easily removed for other heating purposes.

The dryer fan is fitted with a high pressure regulator and a thermostat to automatically adjust settings. Kosmachup sells all ductwork needed to adapt the dryer to steel bins, hopper bins, and dryer bins, using either heat or natural air drying.

The dryer fan sells for $2,250 (Canadian). The truck ductwork for a 2-ton truck sells for $200. Dryer can be used on any size truck.

For more information, contact: FARM SHOW Followup, Lloyd Kosmachup, Lloyd's Mfg., Box 850, Wadena, Sask., Canada SOA 4JO (ph 306 338-2480).

FARM SHOW

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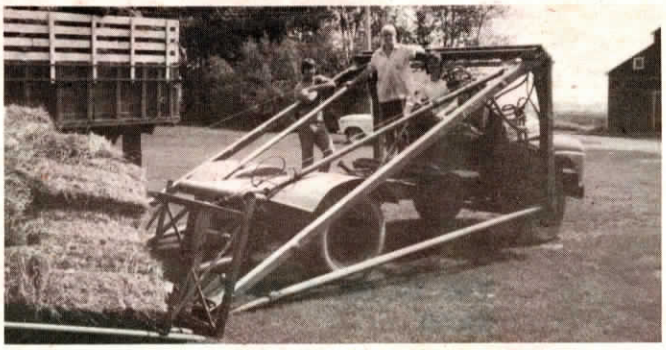

Litke modified truck by turning the rear axle around.

Farmer Equips Truck With Tractor Loader

"It'll do anything a tractor and loader can do but it travels faster, lifts up to 20 ft. high, and loads more," says Edwin Litke, Leduc, Alb., who built a truck loader using a 1955 2-speed axle International truck and a Farmhand Loader.

Litke put the loader on the back of the truck which gives him better visibility and puts the weight on the rear drive wheels so he has better traction in snow and mud. He also modified the truck by turning the rear end around and running the drive axle off the top to reverse the direction of travel. Now the 8 "forward" gears propel the rig backwards, giving him power for loading the bucket. He can travel down the road at 40 mph. He notes he didn't have to "beef up" the rear end and was able to use the same tires. Since Litke runs the truck backward, he had to remove the cab and rig up a new steering wheel, brake, clutch and accelerator.

He hydraulically powers the loader with a pump driven directly off the truck's crankshaft. The hydraulic control lever mounts next to the driver's seat. The loader is unchanged and bolts to the truck frame.

Litke built a 12-ft. wide hay bucket for the loader that hauls 24 rectangular hay bales at once. He also has a second "scoop" bucket for loading snow and manure.

Litke, who's built three of these rigs, says the used truck and loader cost him about $800.

For more information, contact: FARM SHOW Followup, Edwin Litke, Box 1245, Leduc, Alb., Canada T9E 2Y7.

"Paddle" Wheels For Swathers, Combines

"They save my grain crop in two of the past four years," says Edwin Litke, Leduc, Alb., who built and added "paddle wheels" to the outside of his 15 ft. CCIL 550 swather's two drive wheels. He notes that area farmers are also putting similar home-built paddle wheels on their combines.

"In a wet year, the paddles provide extra grip to move machines through mud. We're able to go in and get the crop cut and lying on the ground. This makes the wet soil dry out faster, allowing us to get our combine rolling much earlier than would normally be possible," notes Litke.

To make the paddle wheels, he started with 9.00 by 20 truck rims. To each rim, he welded 6 paddles made of ⅛-in. steel plate cut into 8 by 16-in. sections.

The paddles are spaced equi-distant around the rim and are far enough apart so mud doesn't build up between the paddles, says Litke. Steel rod (1 in. dia.) runs through the outside edge of the paddles for reinforcement.

The truck wheel, with the paddles, fits inside the swather wheel rim. It bolts to four angle iron sections welded to the swather wheel rim and drilled for holes. The paddles themselves don't touch the tires.

Litke notes that the paddles ride about 2-in. off the ground so they don't dig in when swathing grain on dry ground, or when moving down the road.

Litke built the paddle wheels using scrap parts found around his farm. He didn't have to reinforce the swather wheels even though the paddle wheels weigh about 100 lbs. each.

Contact: FARM SHOW Followup, Edwin Litke, Box 1245, Leduc, Alb. T9E 2y7 (ph 403 986-2424).