

Hungarian-Built Heavy-Duty Pickup For Self-Propelled Forage Harvesters

"It's built much heavier than any factory-equipped header on the market," says Chris Yungblut, Sunova Implement, Ltd., Lakeside, Ontario, about his company's new heavy duty pickup designed for self-propelled forage harvesters.

Built in Hungary, the header is being imported by Sunova which is setting up dealers throughout North America. The header was introduced earlier this year at the National Farm Machinery Show in Louisville, Ky. The company offers 10, 12, and 14-ft. models, all of them painted white.

"There's a lot of interest in our new header. Farmers often tell us their factory-equipped headers won't stand up to long hours or heavy crops," says Yungblut. "Most factory-equipped headers on the market are simply modified versions of pull-type harvesters. We don't think it makes sense to equip a \$300,000 chopper with a \$15,000 header that isn't built with anywhere near the quality of our machine."

The Mezegep" header is sold throughout Europe and has about 60 percent of the market in France. In fact, Champion in Denmark and CMC in France factory install the Mezegep header on their forage choppers. "We offer a variety of mounting kits which make it possible to mount the Mezegep on any chopper brand sold in the U.S. or Canada. The white color looks good on any machine," says Yungblut.

"It's built heavy. For example, a 10-ft. Deere header weighs only about 2,100 lbs. whereas a 10-ft. Mezegep weighs about 2,900 lbs. It's equipped with many unique features. For example, it has a double flighted, balanced auger that feeds the crop evenly into the cutterhead to ensure maximum capacity at high speeds. The pickup



"Mezegep" header is equipped with many features that aren't found on North American-built headers, says the importer.

oscillates at the center which allows it to do a better job of following the ground contour, especially on rough terrain. The pickup rollers that the header rides on are 16 in. wide and 12 in. in diameter, which is much bigger than anything else on the market. The big rollers provide better flotation in soft ground.

"Another advantage is that all components are easy to get at. It takes only about five minutes to get at the cam assemblies at each end of the header, whereas on most conventional headers it's a 4-hour job. As a result it's a lot easier to keep the pickup fingers working correctly."

Yungblut says the new pickup "generally sells for less money than factory-equipped models of any brand".

For more information, contact: FARM SHOW Followup, Sunova Implement Ltd., Rt. 1, Lakeside, Ontario, Canada N0M 2G0 (ph 519 349-2075; fax 2028; E-mail: sunovasales@gtn.net).



Packer consists of four sections of tires - two at center with a wing section at each end.

Tire Packer Fights Wind Erosion

Where other farmers worry about compaction on their land, Ken Soda and his sons Kevin and Steve, Princeton, Wis., worry about their rich, black soils blowing away. To hold it in place as they prepare fields for planting, they have to roll and pack it.

"We weren't satisfied with the packers on the market so we decided to build our own," says Soda.

They started with a load of throw-away track tires. The price was right, and Soda felt they would make better packers than steel rollers. He built a jig to hold and compress five 42-in. dia. tires together to make four 7 1/2-ft. sections.

The next step was to cut a steel culvert in half lengthwise. They then inserted the two halves of the corrugated steel pipe into the tires and used hydraulic jacks to force them outward. After tacking the pipes at either end, the jacks were removed. Steve Soda then crawled inside the culvert and wire welded the seams.

"We had to place a fan at the end of the pipe to draw noxious fumes out of the pipe as he crawled backward through the pipe," recalls Ken.

Once the culvert was welded tight, a 22-in. dia., 1/2-in. thick steel plate was welded

into each end of the pipe. A 2 1/2-in. shaft was then stub welded to the center of each plate, and a second plate was inserted over the stub and also welded in place. The stub was then welded to this plate as well for extra support.

After repeating the process four times, the Sodas constructed a framework to tie the four sections together. Two center sections form the main fixed roller, with a wing section at each end.

Two long stroke hydraulic cylinders extend from the center of the main frame to uprights on the wings to pull them upright for transport.

With all the parts and materials, Soda estimates the roller/packer cost them about \$1,500. "We couldn't replace it for \$10,000," he says. "We use it for packing mint fields after they've been plowed in the fall and again in the spring, and when we sow clover with soybeans for a crop of seed clover on our upland fields. It leaves nice ridges every 18 inches across the field to break the wind and travels down the road without a problem on those big rubber tires."

Contact: FARM SHOW Followup, Ken Soda, 10928 County Road J, Princeton, Wis. 54968 (ph 920 295-3171).



When Tom Burgei decided to switch to narrow row beans, he added a 2 1/2-in. sq. bar on back of his IH 455 planter and bolted row units to it. Note curved lift assist brackets.

"Splitter" Added To 4-Row IH 455 Planter

Tom Burgei, Delphos, Ohio, has an older model 455 IH planter for planting corn and beans. When he decided to go to narrow row beans, he decided to figure out how to "split" the existing rows.

What he did was to fasten a 2 by 5-in. bar to each end of the main planter frame. The bars run back to a 2 1/2-in. sq. bar that runs the width of the planter. Row units bolt to the bar. He curved 3-in. wide brackets off a Deere rotary hoe to make lift arms for the add-on planter units.

A 1/2-in. rod runs from the planter unit

lifting brackets to the main planter frame to support the lift brackets.

"I shortened the planter units by 18 in. and shortened the packer wheel frame on the front planter units by 6 in. I ran a chain from the front unit's drive shaft to the back unit's drive shaft," says Burgei.

"Total cost was \$90 and I've used it for three seasons with no problems."

Contact: FARM SHOW Followup, Tom Burgei, 26181 Rd. R 23, Delphos, Ohio 45833 (ph 419 453-3536).



Big tractor wheels raise working height of auger, eliminating the need to build up under the wheels at the bin site.

Tractor Wheels Raise Auger

Tom Justison, Butler, Ill., equipped a 50-ft. auger with a set of old tractor duals in order to raise the working height of the auger.

The big wheels eliminated the need to build up under the wheels at the bin site. They also provide better flotation when moving the auger around, although he admits that's rarely a problem.

To mount the wheels, Justison made a steel adaptor plate for the hubs. There's one set of holes on the plate for the original wheels and a second set for the larger dual wheels.

Contact: FARM SHOW Followup, Tom Justison, 15075 Illinois Rt. 127, Butler, Ill. 62015 (ph 217 532-6668).