

Driverless tractor can be programmed to completely till a field automatically without any control by operator. Hydrostatic drive system is controlled by computer.

HYDROSTATIC DRIVE SYSTEM CONTROLLED BY AUTOMATIC NAVIGATION EQUIPMENT

Newest "Tracked Tractor" Runs On Remote Control

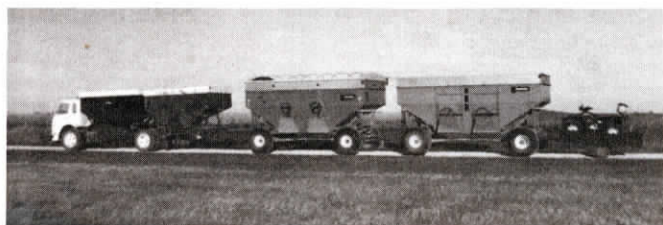
While working a show in Canada recently, FARM SHOW editors spotted a photo in one of the exhibits of a new-style "driverless" remote-controlled tracked tractor that's made in Finland. The exhibit where the new-style tractor was spotted was for Accutrak Sales Ltd., a new company that was introducing a new automatic guidance system for field work that was developed at the University of Regina in Saskatchewan.

According to company president Tim Flaman, Accutrak is a navigational system that guides tractors over fields without overlaps and allows variable application of chemicals and fertilizers to match field requirements (Accutrak Sales Ltd., 106 1915 27th Ave. N.E., Calgary, Alberta, Canada

T2E 7E4 ph 403 250-5103). Accutrak had been approached and is working with Kone Sampo, the Finnish company that developed the new "driverless" tractor, to adapt the guidance system to the tractor.

FARM SHOW contacted Kone Sampo in Finland to get more information about the tractor and although complete details on the first-of-its-kind tractor are not yet available, company president and designer of the tractor, Mikko Sampo, says, "It's not just a new tractor but represents an entirely new field cultivation system. There's nothing else like it in the world."

He explains that the tractor - which will be available with either tracks or wheels - can be programmed to completely till a field



Gidel mounted pair of 220-bu. gravity wagon boxes on old cab-over semi-truck and added a hitch on back so he can pull pair of gravity wagons to field.

SIDE UNLOADING MAKES IT EASY TO USE

2-Hopper "Gravity Box" Grain Truck

"It's a lot easier to use than a conventional grain truck because it unloads out the side. The driver doesn't have to back up to an auger or raise a box hoist," says Richard Gidel, Williams, Iowa, about the double hopper "gravity box" grain truck he built by mounting a pair of 220-bu. gravity wagon grain boxes on his 1965 International cab-over truck.

The truck was originally designed as a moving van. Gidel stripped off the cargo box. Then he bolted a pair of 10-ft. long gravity wagon boxes to the truck frame.

"It works great for hauling loads from the field to our bins," says Gidel. "My wife uses it most of the time and makes it easier for her to unload since all she has to do is pull up alongside the auger hopper. The truck is equipped with a 4-speed transmission and a gearshift lever mounted on a column. Another advantage is that it'll haul grain at 35 to 50 mph over the highway instead of 15 to 17 mph with a tractor.

"I added a hitch on the back of the truck so I can pull a pair of Parker gravity wagons behind when I go to the field to start combining. I also pull my ATV 4-wheeler mounted on a trailer. Once I get to the field I drive the ATV back home to get the combine. At the end of the day I do everything in reverse. I never pull loaded wagons behind the truck because it puts too much strain on the transmission.

"I license the truck for only six months of the year because it's used only during harvest. It's road legal hauling up to 350-bu. of grain so when we drive it over the highway I fill the rear gravity box only half full. Otherwise I fill both boxes which saves time. I can also use the boxes to haul two different varieties of seed during the harvest season (when raising soybean seed)."

Contact: FARM SHOW Followup, Richard Gidel, 2950 190th St., Williams, Iowa 50271 (ph 515 854-2406).

automatically without any control by an operator. It's powered by a 6-cyl. Kubota engine with a maximum speed of about 8 mph (the wheeled version is powered by a Perkins diesel and has a maximum speed of 24 mph). Features front and rear 3-pt. and pto and a hydrostatic drive system that's controlled by a computer module. Naviga-

tional aids are set up around the field to be worked - something like a laser-guided tiling machine - and the tractor is programmed to work the field.

For more information, contact: FARM SHOW Followup, Mikko Sampo, Kone Sampo, Iso-Hiisi, 14200 Turenki, Finland (ph 358 17 81186; fax 358 17 81510).

PRIMER COAT SHOWS UP UNDER UV LIGHT

New Paint Method "Lasts A Lifetime"

A Midwest painting specialist has come up with a new paint method that he says will "last a lifetime".

For the past 15 years, Jim Deardorff, Hale, Mo., has specialized in painting ag fertilizer equipment, storage tanks, oil pipelines and heavy-duty trucks and trailers. "It's tough to do a good job painting big farm equipment and even tougher to keep the paint job intact once the equipment goes back to work. I wanted a foolproof way to do a perfect job the first time and that would make it easy to keep the paint job in good repair."

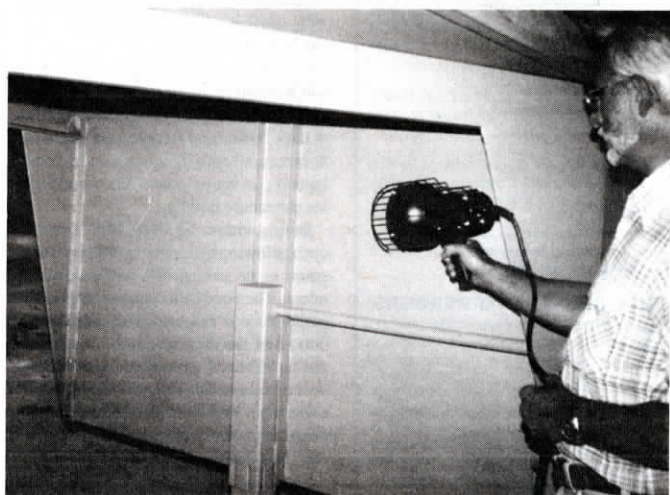
Key to success of Deardorff's "Lifetime Coating System" is his specially-developed UV sensitive primer which contains a newly developed corrosion inhibitor from Ciba-Geigy. After sandblasting to remove all former paint, rust and corrosion, he covers the bare metal with his UV reflective primer and then checks the job with a high intensity

black light to make sure of total coverage (missed areas will show up tar-black in sharp contrast to the intense blue-white appearance of the UV coating). The light can project a beam of ultraviolet light up to 100 ft. although it works best at a distance of 5 to 25 ft.

Next he applies finish coats of industrial epoxies and polyurethanes (for some low-wear applications, he uses enamel paints).

"The biggest advantage of the system is that once in place, you can periodically check the equipment with a UV light to spot any areas where the outer layers are wearing through. Lets you touch up problem areas before rust can get started," says Deardorff.

He's applied for a patent on his new method. "Millions of dollars are wasted every year on mis-application of good paints. We're proud to offer this new method to the industry," says Deardorff, who plans to continue painting equipment throughout the



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Midwest and also to license his new methods to other contractors and equipment dealers. He's negotiating with an off-shore drilling company in England interested in the process and may contract to paint pipelines in Alaska.

Contact: FARM SHOW Followup, Jim Deardorff, Superior Coatings Co., Box 317, Hwy 65 South, Chillicothe, Mo. 64601 (ph 816 646-6355 or 3104).