

Built-From-Scratch “Super Sprayer”

Custom operator Matt Hanson can spray “where no one else can go” using his home-built, 4-WD “super sprayer” built from the ground up.

The one-of-a-kind sprayer rides on either tires or steel tracks and features all-wheel-steering, 4-wheel hydraulic drive, a self-leveling air ride suspension system, front and rear locking axles, on-board air, and a state-of-the-art GPS system.

Hanson introduced the pickup sprayer at the recent Big Iron farm show in West Fargo, N. Dak., where it was equipped with tracks, a 300-gal. tank and a 5-section, 60-ft. boom. A 4-cyl. Cummins industrial engine with 116 hp powers the rig.

“I specialize in spraying noxious weeds on rough ground such as pastures or wet cropland. The sprayer will go anywhere, regardless of field conditions,” says Hanson.

The pickup sprayer mounts on 40-in. tall tires, or 16-in. wide tracks. “The tall tires or tracks provide the pickup with about 16 in. of clearance, compared to 6 to 8 in. of clearance on conventional pickup sprayers,” says Hanson. “Putting tracks on a standard pickup can tear up the front end of the truck in no time. However, my pickup was beefed up to handle them. And the on-board air system lets me keep all 4 wheels spinning at the same time in muddy ground.”

The vehicle’s cab, hood and front fender wells came off a 1995 Chevy Silverado S-10 SS pickup and mount on a home-built frame and air-ride suspension system. The front axle is a Dana 60; the rear axle is a Chevy 14-bolt with Dana 60 knuckles. The rear axle can be independently steered using separate controls inside the cab.

Each corner of the pickup’s air suspension system can be controlled independently using switches and air pressure gauges inside the cab, which helps keep the load level on big hills.

“When you’re driving uphill with a conventional pickup sprayer, water in the tank tends to lift the front end of the vehicle,”

says Hanson. “I’ve seen high clearance self-propelled sprayers sitting back on the boom with the nose straight up in the air. To keep that from happening I can put more air in my rear air bags and less air in the front bags. When going down hill, I increase the air pressure in front and decrease it in back so water in the tank stays level and doesn’t push the front end of the pickup down.

“I have 2 gauges and 4 switches inside the cab, and each gauge has 2 needles in it so I can control all four corners individually.”

The pickup can also turn sharp, thanks to hydraulic steering on both the front and rear axles.

Chemical is applied using a hydraulic-driven pto system instead of a motor pump, to reduce maintenance. Boom sections can be controlled either manually or automatically. “I can spray in widths of 8 to 60 ft. wide at a time,” says Hanson.

Hanson says he’s willing to custom-build the pickup sprayer for others, either with tracks or tires. The price for a pickup with tires ranges from \$80,000 to \$100,000, depending on options.

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Custom operator Matt Hanson built this 4-WD “super sprayer” to ride on either tires or steel tracks. “It’ll go anywhere, regardless of field conditions,” he says.



Sprayer features all-wheel-steering, 4-wheel hydraulic drive, a self-leveling air ride suspension system, and front and rear locking axles.



Power is provided by a 4-cyl. Cummins industrial engine with 116 hp. Cab is equipped with a state-of-the-art GPS system (right).



Bark Peeler Makes Log Prep Easy

Ralph Thibault peels logs like he does an orange. In fact, an orange peeler is what gave him the idea for his bark peeler.

“You just need to get under the surface and slit the wood and peel it back a bit,” says Thibault. “Then you can finish the job with a peeling spud.”

Thibault’s bark peeler is a modified peavey hook. He filed it down so it’s flat underneath. Then he welded it to an axe head. The axe head serves as a handle resting on the log, as Thibault pulls the peeler down its length.

“You want the angle of the weld in such a way that you can keep the axe on the log

without the hook digging into the log,” says Thibault.

Once he has the point started, the wedge shape of the peavey hook starts the bark separating from the log. That makes it easy to get the peeling spud under the bark to strip it away.

“If you peel the log, it will last a lot longer,” says Thibault. “If you leave the bark on, the worms get into the logs within a few months.”

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Thibault bark peeler is designed to slit the wood and peel it back, separating the bark from the log (left). Hook is filed down so it’s flat underneath.

Mow Your Lawn With Mini Horses

Have you ever wondered what you could do with a mini horse or donkey? How about using it to pull a reel mower cart to mow your yard?

Omar Fisher of Mascot Sharpening and Sales has specialized in reel mowers since 1986 when he started his sharpening business.

Recognizing a growing interest in raising mini horses, he and a welder designed the Mini Gang Mower, which makes a 21-in. cut and comes with shafts in two sizes for a mini horse or small pony. The mower has a seat and foot pedal steering.

“Half of our customers aren’t Amish,” Fisher says. “They have horses and want to put them to work. They mow their lawns.”

With a growing interest in miniature

horses, he’s had customers from a variety of locations in the U.S. and Canada as well as Sweden.

All of his business’s mowers have heat-treated, hardened knives and reels, are available in steel or rubber wheels and have a three-year warranty.

Mini mower cart prices start at \$425. A model with three mower gangs and a 58-in. cut is his best seller. The company also offers a variety of sizes and styles, including a 5-gang mower with a 92-in. cut that can be pulled with a 4-wheeler or small tractor.

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Mini Gang reel mower lets you put a mini horse or donkey to work mowing the lawn.