

## Articulated Coupler Keeps Trailer Hitch From Binding

Anyone who's ever pulled a trailer over rough ground knows that severe bending can occur, resulting in damage to the coupler, hitch, or trailer tongue. A new "multi-axis" trailer coupler is designed to prevent the problem by remaining flexible on the roughest terrain without binding.

The Max Coupler has a multi-axis offset design that provides the trailer hitch with virtually unrestricted movement on 3 planes of operation at the same time.

The unit consists of two components - one that replaces the ball coupler on back of your vehicle and rotates horizontally within a sleeve; and a 2-in. receiver tube that pins onto it. The pin allows the receiver tube to pivot up or down, while a center-mounted shaft allows the coupler to rotate along its axis.

The Max Coupler has a rating of 7,500 lbs. "It lets the trailer twist and turn behind your vehicle without binding at all," says Martyn Davies, Adventure Trailers, Prescott, Ariz. "On a conventional ball coupler, once the trailer hitch gets more than 15 degrees off vertical the chances of the ball coming off the coupler go way up. But with the Max Coupler, the trailer hitch won't come off the vehicle even when the trailer gets into really tight situations."

Installation will vary from trailer to trailer, says Davies. "The easiest way is to unbolt or cut off or grind off the trailer's ball coupler. Then install the 2-in. receiver tube by welding it onto the tongue.

"Most offroad trailers now come with a receiver tube instead of a welded-on ball coupler on the tongue, which allows you to use a variety of different types of couplers. So if you have a pintle hitch on back of your



**"Multi-axis" trailer coupler is designed to remain flexible on rough terrain without binding.**

vehicle you can pull out the Max Coupler and put a regular lunette eye on the trailer side. Or, if you have a tow ball on back of the vehicle you can pull out the Max Coupler and put in a regular ball coupler on the trailer side."

The Max Coupler sells for \$250 plus S&H. "The price may seem high, but if you've ever had a trailer come off your vehicle's ball coupler you know what a hassle it can be," says Davies. "You have to get out and jack the trailer back up onto the ball, and hope the trailer's tongue doesn't get damaged. Do that once or twice, and suddenly \$250 doesn't seem like that much."

Contact: FARM SHOW Followup, Martyn Davies, Adventure Trailers, 3035 N. Tarra Ave. # 3, Prescott, Ariz. 86301 (ph 877 661-8097; atprescottaz@gmail.com; www.adventuretrailers.com).



**Hydraulic netting system attaches to front-end loader and is used to unroll netting over grape vines.**

## How To Cover 6 Acres With Bird Netting

Placing netting over 6 acres of grapes is just a 1-day job for Jasper Tucker, thanks to the hydraulic netting system he built.

"I knew I had to have some kind of machine, because the rows are long and you just can't do it by hand," says Tucker, who has a vineyard near Dixon, New Mexico. He and his wife knew that without netting, birds would harvest their grapes before they could. They couldn't justify a \$40,000 netting machine so Tucker built his own.

He used a piece of thin-wall 1 1/2-in. dia. steel pipe to hold the 14-ft. wide netting. He mounted a pillow block bearing on one end of the pipe and a hydraulic motor at the other, and then added speed control to the hydraulics on his tractor. The roller quick-attaches to the front-end loader on his tractor.

"When I'm rolling the net off, the pillow block drops into a saddle and makes the pipe freewheeling to get it off. When I pick the net up, I put a pin through the pipe and use the hydraulics to turn it," Tucker says.

About mid-August, he backs the tractor down the rows to unroll the netting over the vines. At harvest time, he manually loosens the netting off the vines and places it in the rows. A couple of helpers lift and hold tension



**A length of pipe, with a pillow block bearing on one end and a hydraulic motor on the other, is used to hold the netting.**

on the netting as he rolls it up.

The speed controller is important, he says, as he goes slower and faster depending on how much netting is already on the pipe.

Altogether, he fills about 20 pipes that store in a relatively small area. He numbers his rows, which vary in length from 60 to 500 ft., and he tags the pipes so the same netting goes on each row every time.

He is interested in hearing from people or companies who want to know more about his netting machine.

Contact: FARM SHOW Followup, Jasper Tucker, P.O. Box 160, Dixon, New Mexico 87527 (ph 505 579-4388).

## Easy Way To Transport Center Pivot Tires

Anyone who regularly loads and transports center pivot tires will be interested in this new device that attaches to any pickup-mounted receiver hitch.

The Tip'n'Git consists of a rectangular metal frame that's free to rotate so that one side is down on the ground, and a removable, upright retaining arm above the frame that's secured inside a pipe by a spring-loaded pin. The tire sets inside the frame between a pair of adjustable rods.

To load the tire, you pull a spring-loaded pin on the frame and rotate it down to the ground, then roll the tire onto the frame between the rods. After rotating the frame

back to its original position and locking it in place, attach the retaining arm to secure the tire.

Inventor Mark Buskirk says, "I came up with the idea because I have about 20 center pivots, each averaging 7 towers or 14 tires per pivot.

"There's no need to remove The Tip'n'Git unless you want to pull a trailer. It'll handle tires ranging from 40 to 58 in. tall, so you can use it with truck and implement tires, too. The adjustable support rods ensure the tire will always have adequate ground clearance no matter the size of your pickup."

Sells for \$578.99 plus S&H.



**Rectangular metal frame attaches to pickup-mounted receiver hitch and uses a retaining arm to secure tire. Frame rotates down to the ground for loading.**

Contact: FARM SHOW Followup, BA Products, 6120 Logan Rd., Alliance, Neb. 69301 (ph 308 760-2279 or 234 206-0014; sales@tipngit.com; www.tipngit.com).

## 6-Ton Electric Log Splitter

The company that introduced a battery-powered electric chainsaw featured in the last issue of FARM SHOW has just announced an all-electric splitter, too.

"Our 6-ton, electric splitter is loaded with safety features plus a frame design that's both heavy-duty and handy," says Steve Rolin, Oregon Products, noting that the electric splitter is quiet and can be used indoors.

The splitter's C-channel design cradles the log chunk and stabilizes the wedge as it travels through the wood. The electric splitter necessitates two-handed operation, keeping hands away from wedge and ram. It features flat-free tires for less maintenance as well.

"Since we had no line of splitters, we could start from scratch and design a splitter to meet customer and dealer needs and concerns," says Rolin, noting that the company also just introduced gas-powered 22 and 28-ton models. "We traveled the country talking to

dealers, distributors and end users about what was important to them in terms of quality and features. Then we integrated that into our design."

The 6-ton electric powered splitter features a 4 1/2-in. wedge with a 2.8-in. by 15.2-in. cylinder with 2.8-quart capacity. It also has padded handholds that double as legs when in the horizontal position. The little splitter has a lot of heart. At a recent trade show it was seen splitting 18 to 20-in. dia. oak chunks, though the chunks required multiple passes.

The 6-ton model is priced at \$399. The 22-ton model ranges from \$1,300 to \$1,500, and the 28-ton model ranges from \$1,999 to \$2,100.

Contact: FARM SHOW Followup, Oregon/Blount, Inc., P.O. Box 22127, Portland, Ore. 97269 (ph 800 223-5168; www.oregonproducts.com/logsplitters).



**Electric splitter's C-channel design cradles log chunk and stabilizes the wedge as it travels through the wood.**