

Keith Mfg.'s Chopper Dolly allows semi trailers to be towed right behind the chopper.

ALLOWS LARGE SEMI-TRAILERS TO BE TOWED IN THE FIELD BEHIND TRACTORS

Can You Use A Chopper Dolly?

Latest new wrinkle in high capacity grain, hay and forage harvesting is a couple of related new developments FARM SHOW has learned about called the Chopper Dolly or Self-Elevating Bogey.

They're using them in Western states and Canada behind high-capacity forage choppers. The devices allow large semi-trailers or wagons to be towed in the field right behind the chopper, or behind a regular farm tractor. By using your 100-plus hp tractor to load large semi-trailers or other wagons right in the field, it frees up expensive semi trucks which, instead of having to be driven in the field, can be kept busy on the highway hauling ready-filled trailers.

The Chopper Dolly, developed by Keith Mfg., Madras, Oregon, hitches right behind large-capacity field choppers, or it can be towed with a 100 hp or larger tractor.

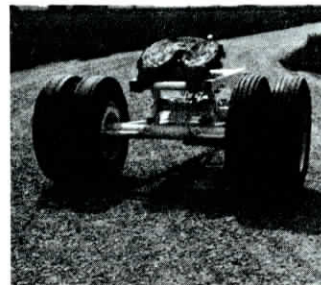
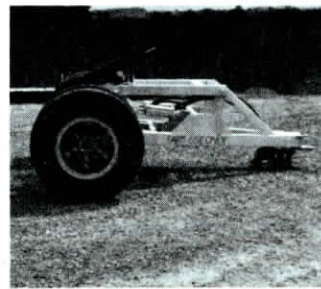
From Canada comes a similar device called the Self-Elevating Bogey. It's a do-it-yourself hookup which you can pull behind your 100 hp tractor to tow semi-trailers in the field. For example, you can spot trailers at various points in the field where combines can pull up and unload into them. When filled, you use your tractor to pull the loaded trailer to the road where a regular semi-truck/tractor hooks onto it and takes off down the road.

"We suggest that anyone interested in developing our type of self-elevating bogey simply copy our design and take it from there. There are no patents," explains Ralph Gray, project engineer for Grayco, at Heidelberg, Ont., Canada. The firm specializes in potato harvesting equipment. Gray points out that the bogey can be made from salvaged semi-truck 5th wheel axle assemblies and can be equipped with air brakes, or hydraulic brakes, operating off the tractor's hydraulic system.

Although Grayco has shelved plans to produce their self-elevating bogey commercially, they do have

experience in building them from used 5th wheel and axles assemblies salvaged from semi trucks. "What is needed is legislation forbidding the use of huge farm wagons without brakes. The whole situation involving farm wagons behind farm tractors is out of hand. When farmers are compelled to use safe, road legal trailers, then we have the products they will need," he points out. The company's address, if you'd like to compare notes with them on how to build a self-elevating bogey, is: Grayco Potato Harvesters Ltd., Heidelberg, Ont., Canada (ph. 699-5372).

For more details on the commercially available Chopper Dolly, contact: FARM SHOW Followup, Keith Manufacturing, Box 1, Madras, Oregon 97741 (ph. 503 475-3802).



Grayco's self-elevating bogey allows you to use your 100-plus hp tractor to pull loaded semi-trailers in the field.

STEIGER, FORD, HYDRATIL TRACTORS FIRST TO OFFER POPULAR NEW FEATURE

Hydrostatic Pto's Run in Reverse

Last January, FARM SHOW reported on the all-hydrostatic Hydratil tractor that featured a fistful of industry firsts, including the first hydrostatically powered power take-off.

Developed by Hydra-Pow'r, Denver, Colo., the revolutionary pto features infinitely variable speeds up to 1,000 rpm, and the ability to run in reverse to unclog a jammed combine or forage chopper. It also maintains a constant speed even though engine speed may vary.

These and other features have been incorporated into a just-announced hydrostatically-powered, electrically-controlled power take-off developed by Steiger Tractor, Fargo, N. Dak. It's available in three Steiger models and the four 4-wheel drive tractors which Steiger builds for Ford.

From Steiger, the new-style hydrostatic pto is offered in models PT-225, PT-270 and PT-350 (the numbers refer to engine horsepower).

From Ford, the new-style pto is optional in the company's just introduced FW-60 (335 engine hp); FW-40 (295 hp); FW-30 (265 hp) and the FW-20 (210 engine hp).

"The combination of hydrostatic power and electronic controls makes this the power take-off unit with a brain," says Jack Johnson, president of Steiger Tractor.

Here, according to Steiger engineers, are key features which the new pto's on Steiger tractors and Steiger-built Ford tractors offer over conventional pto's:

Infinitely variable RPM speed: Since the pto is powered by a hydrostatic motor, and not directly by the tractor engine, it can operate at any speed up to 1000 rpms. A digital meter tells you just how fast the pto is turning over. This means you can choose the most efficient pto speed to operate a particular implement or machine.

Governed pto speed: The Steiger engineered pto can maintain con-

stant speed while the engine varies. On the Steiger PT-225 and PT-270 models, for example, pto speed remains constant while engine speed varies from 2200 to 1600 rpm. This means you can slow down to pick up drowned corn stalks, for example, while maintaining full pto speed.

Electronic controls: A pto rated power light in the cab activates when the pto is putting out a full 105 hp or more at the pto shaft. The pto will operate up to 125 hp, however. When it's forced to put out 125 hp, a buzzer sounds and a red light flashes. The unit will then put out 125 hp for six seconds before shutting itself off to avoid overload stress.

The electronic controls include temperature and pressure warning lights as well. Should a temperature or pressure problem arise, the unit automatically shuts off.

Tilt-up control console: For easy operation, the pto control console is convenient to the operator's right hand. It swings up for easy entry and exit.

Slow reverse pto: The Steiger-engineered hydrostatic pto can run in slow reverse, allowing you to unclog a jammed combine or forage chopper, without leaving the cab.

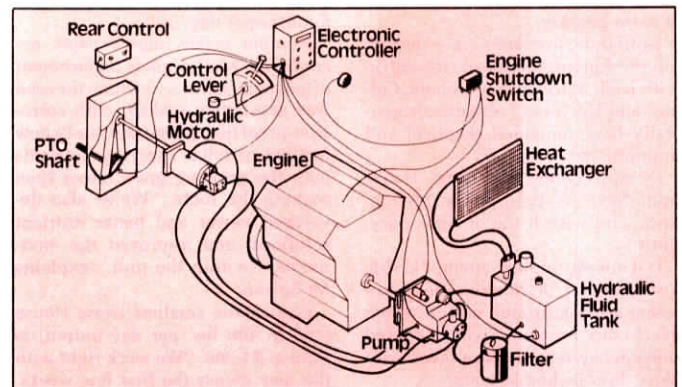
Braked safety shutdown: The new pto is braked so it stops instantly, unlike many other conventional pto's that flywheel to a stop. It can be turned off from the cab, from behind the tractor, or from a 20-ft. long remote control cord.

For more details, see your Steiger or Ford dealer, or contact the respective manufacturers direct.

Steiger Tractor Inc., 3101 1st Ave. No., Fargo, N. Dak. 58102 (ph. 701 293-4400).

Ford Tractor Operations, 2500 E. Maple Rd., Troy, Mich. 48084 (ph. 313 643-2764).

Hydra-Pow'r, Robert Klepper, Pres., 4975 Jackson St., Denver, Colo. 80216 (ph. 303 399-5157).



Variable displacement motor provides constant flow and pressure under varying gear settings and engine speeds. Fluid flow is electronically controlled through electro-hydraulic control unit built into pump, and pressure transducer on the motor. Infinitely variable speed control lets you ease in torque load during implement start-up. Pto-speed remains constant over wide range of engine speeds.