Loader-Mounted Tee-Post© Driver Pulls Posts, Too

"We have sold our Tee-Post Driver in every state. Customers tell us time and time again that it has become one of their most valuable farm tools they own and that they can put in 60 posts or more in an hour," says Mike Zweifel, inventor (www.bucketdriver.com), about his Tee-Post Driver System that hangs from a loader bucket and can also be used to pull posts.

If you hate the thought of putting up fence with tee-posts, then you owe it to yourself to check out the Tee-Post Driver. Whether you're old or young, it's a good investment for your farm or ranch operation.

The only way to find the company's products is on the web at www.bucketdriver.com. So you are going to have to bite the bullet and ask your wife for help to get on the internet. We feel your pain. It won't hurt for long. You can also call Mike at 1-580-747-9288 and he will help you.

Reader Inquiry No. 73

Tee-Post driver hangs from loader bucket. Post slips into driver barrel, which swings freely on swivel, allowing gravity to align posts. By inserting a pin to lock onto fencepost notch, posts can be pulled quickly with driver.

See a video on YouTube. Search "Bucketdriver 2010"

Self-propelled mower conditioner is equipped with three 16-ft. cutting and conditioning heads.

Machine's Deere cab mounts on a manual turntable, allowing the operator to drive forward both in the field and on the road. Cab can be turned 180 degrees for transport.

500 Hp Custom-Built, 48-Ft. Mower Conditioner

"It has three, 16-ft. cutting and conditioning heads and a 500 hp engine," says Keith Vogel, Vogel Engineering about the company's custom built giant mower conditioner. They started designing it after building a 37 1/2-ft. self-propelled, 400 hp mower for commercial hay grower Brent Maust.

Originally Maust worked with Vogel Engineering to design a tractor-mounted system. The mower conditioner units were rear-mounted, and Maust had to drive the tractor in reverse when using them. In addition, the tractor-mounted mowers were too wide to take down the road.

"We convinced him to try a self-propelled unit," says Vogel. "We built a frame and used a 9L Deere diesel for the power unit. We reused Maust's three Deere 994 rotary mower conditioner heads that were still nearly new."

A Deere cab mounts on a manual turntable, allowing Maust to drive forward in the field and on the road. After turning the cab 180°, the three mower heads are tucked into a 15-ft. width behind the cab for transport.

"It eliminated two tractors and two operators and lets him cut hay three times faster than before," says Vogel. "It's been compared to the big Claas and Krone units. However, no U.S. manufacturer makes anything like it, and we used all U.S.-made parts. We are more economical and give you more bang for the buck than the others do."

With the new 48-ft. mower, what you get is a 13.5L Deere engine and a Deere cab. The cutter heads are Case IH 163 mower conditioner heads with steel flails. The cab turntable is hydraulic-powered for operator ease in reversing direction.

The unit's 40,000-lb. weight is about the same as the smaller Maust model. The additional horsepower was needed for the bigger and heavier cutting heads, with weight in other areas reduced where possible.

"We've been using Deere diesels in our vegetable harvesters for years," explains Vogel, who's well known for the company's self-propelled carrot, cucumber, celery and squash harvesters. "However, if a customer wants a Cummins or Cat engine, we've worked with them as well."

The 3 mower heads are tucked into a 15-ft. width behind cab during transport.

Vogel suggests a list price of around $550,000 for his 48-ft. mower conditioner. To see the big unit in action, check out the video at www.farmshow.com.

Contact: FARM SHOW Followup, Vogel Engineering, Inc., 6688 Maple Island Rd., Holton, Mich. 49425 (ph 231 821-2125; www.vogel-engineering.com).

Reader Inquiry No. 74