

Hooking trailer to combine using Spider Hitch.



Winch Hitch Eliminates Problem Hookups

The Spider Hitch, with its remote-controlled winch, eliminates problem hookups like header carts behind combines or ammonia tanks behind toolbars.

"A local farmer asked us to come up with a solution to hooking header trailers to his combine," says David Garant, Spider Hitch. "He was frustrated with needing two or even three people to get the job done. We worked on prototypes for 2 to 3 years and started production a year and a half ago."

Garant and his father, Real, are partners in Donnelly Machining and Fabricating Ltd. They expected to make a few for local farmers. When a video of Garant using it was posted to a Saskatchewan Farmer's Group Facebook page, plans changed.

It quickly jumped to Instagram and TikTok. Within 4 hr., it had been viewed 86,000 times. Within a day, views reached 1.2 million, and by the fifth day, more than 13.5 million had seen the video.

Farmers could see how easy it is for one person to get a troublesome job done quickly with the Spider Hitch. In it, the combine was relatively close to the trailer. Garant released part of the Spider Hitch and tow rope, carried it to the trailer tongue, and pinned the tongue to the hitch. Using the remote control, he activated the winch to pull the tongue/hitch into place. The auto-locking mechanism did the rest. All that was left was to attach safety chains.

Farmers didn't just view the video. They

Cab-Controlled Skid Shoes Deliver Consistent Stubble Heights

Midwest U.S. and Canadian grain farmers considering a Honey Bee Airflex NXT combine header to tackle their harvest challenges now have an added incentive.

In addition to Honey Bee's exclusive air feature, which offers a choice of flex or rigid cutter positioning, farmers can now choose the option of hydraulically operated, height-adjustable skid shoes for all header sizes from 25 to 60 ft.

"We've had header skid shoes before, but they were all manually adjusted with either a pin to pull or a bolt to remove," says Spencer Groth, Marketing Manager. "With this new option, the operator can set the shoe height from the cab using a foot switch."

Shoes can be positioned to shave the ground for crops like lentils or peas and up to 8 in. high for wheat and canola-type crops, or when more winter snow needs to be trapped.

"Their best feature is they're used when the cutter bar is in flex mode," Groth says. "In flex mode, using these real-time adjustable skid shoes, if the terrain is rolling up and down, the cutter still follows the ground at a set height."

All Honey Bee equipment is manufactured

acted on it. "We had orders for hundreds of units," he says. "We set up Spider Hitch as a separate company and have had to outsource production to meet the demand."

While the benefit Spider Hitch brings to the field is easy to see, developing it had its challenges. They started working with a John Deere X9 combine, developing a design that was compatible with the combine's existing hitch would be easy to attach and wouldn't interfere with the combine's residue chopper.

The result was a 125-lb., 2-part unit that was easy to attach. When installing, the winch slides out of the hitch frame. Once the frame is bolted to the combine, the winch is reinstalled.

The 12,000-lb. winch is equipped with a synthetic tow rope. The hitch itself is rated for 25,000 lbs. gross towing weight and works with ball and tongue hitches. The winch can be controlled wirelessly or with a corded remote. The wireless feature has a 300-ft. range.

While initially developed for the JD X9, it has since been adapted to most major brands. "We're marketing it as a one-size-fits-all package with all the hardware needed for mounting across all brands," says Garant. "The universal price is \$6,500 (USD)."

Contact: FARM SHOW Followup, Spider Hitch, Donnelly, Alberta, Canada (ph 780-228-2281 or 780-837-6801; sales@spiderhitch.ca; www.spiderhitch.ca).



"In flex mode, using these real-time adjustable skid shoes, if the terrain is rolling up and down, the cutter still follows the ground at a set height. The stubble is consistent even when the ground isn't," says Groth.

in Frontier, Sask., and sold through dealerships across North America.

Groth encourages interested farmers to contact them through the website or their closest dealer for information and pricing details.

Contact: FARM SHOW Followup, Honey Bee Manufacturing, P.O. Box # 120, Frontier, Sask., Canada S0N 0W0 (ph 306-296-2297; info@honeybee.ca; www.honeybee.ca).

VF Tires Can Reduce Yield Loss

How tires flex on ag equipment is key to lowering compaction in the soil, and that can have a big impact on yield loss. VF (very high flexion) tires have sidewalls that enable them to bear heavier loads and operate at lower inflation pressures. They cost about 15 percent more than standard radials, but their impact on yields can last the life of the tire or longer.

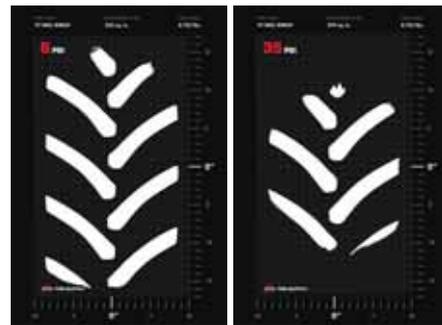
"We've seen scientific data from all over the world in a wide range of crops that shows yield losses of 14 to 70 percent from soil compaction," says James Crouch, Yokohama Off-Highway Tires America. "That loss can last a very long time or cost a lot to try and repair."

Crouch points to his company's Alliance Agriflex+VF tires as technology that can be more efficient on the road while reducing yield loss in the field.

VF tires can carry up to 40 percent more load than a conventional radial tire at the same inflation pressure. That saves on fuel and reduces machine hours. The higher the inflation pressure, the cooler the tires run, which is important in transit, and the less likely the tires will fail from overload.

VF tires are also able to operate at 40 percent lower air pressure. While the ability to carry more load can be a money saver on the road, operating at lower inflation pressure can be a money saver in the field. The lower the air pressure, the larger the footprint. A larger footprint translates to improved traction and reduced soil compaction. The latter is as true for grain carts as for tractors and combines.

Crouch notes that Alliance was an early adopter of VF technology and the first to develop a VF flotation tire. They've since introduced their Whole Farm Concept, offering low-pressure, high-performance tires



Size of the tire track footprint at 6 psi (left) and 35 psi (right). The larger the footprint, the less compaction.

for nearly any farm tire.

"We're investing heavily in expanding our VF offering to fit nearly every wheel that touches the field," says Crouch.

The key to taking full advantage of up to 40 percent lower inflation pressure in the field and 40 percent higher load with full inflation pressure on the road is a central tire inflation system (CTIS). Crouch argues that it isn't required with VF tires, but it ensures access to all the benefits.

"With CTIS, you can reduce inflation pressure when you get to the field to minimize compaction. Then, with the push of a button, inflate them in moments before getting on the road and driving to your next field at higher speeds," says Crouch.

"What we've seen is that CTIS ends up extending the service life of VF tires because they're always being operated at the optimum pressure for load and conditions," he adds. "VF tires are an investment, so a CTIS that helps you get extra years of benefit from that investment pays off surprisingly quickly."

Contact: FARM SHOW Followup, Yokohama Off-Highway Tires America, 201 Edgewater Dr., Suite 285, Wakefield, Mass. 01880 (ph 339-900-8080 or toll-free 800-343-3276; https://yokohama-atg.com/usa).

Harvester Sharpening System Needs No Adjustment

The optimized grinding system for blades on the chopping drum is now available on Krone Big X harvesters. It eliminates manual readjustment and extends the service life of the sharpening stone up to five times that of traditional sharpening systems.

"The new stone sharpening process is standard on all our current Big X harvesters and will be available as a retrofit kit for 80 series harvesters," says Jillian Helgeson, Krone North America.

Features of the new sharpening system include a telescoping thread that automatically adjusts the position of the grinding stone. It offers up to 2,200 grinding cycles without a manual reset of the stone. By comparison, traditional systems require servicing after 400 to 450 grinding cycles.

An innovative clamping system makes the entire stone available for grinding. By comparison, only 40 to 55 percent of the stone surface is available for sharpening with traditional clamping systems.

Replacing the stone is easier, too. Undo two screws, remove the down-holding deck from the stone, and then remove the stone from its carriage. The patented assembly also protects the stone from contamination.

The new system's guide shaft is lighter weight and smaller in diameter. Propped in four positions at 267-mm (10 1/2-in.) intervals versus 1,160-mm (45 1/2-in.) intervals, it has increased stability and reduced vibration. This cuts the risk of deformation and bouncing. Improved positioning of the grinding faces



The new system from Krone can go up to 2,200 grinding cycles without a manual reset of the grinding stone.

and the shear bar on the chopping drum, as well as blade positioning, improves the quality of the chop.

The combined features save operator time and reduce service and maintenance for reduced costs. They optimize chopping quality and ensure more consistent sharpening of all components.

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