

Homemade Crack Sealer Does the Job

Glen Rewerts of Berthoud, Colo., made a homemade crack sealer for his asphalt driveway. "We paved our driveway and had it crack sealed," he says. "I watched the guys do the crack sealing and decided I could do it, but I didn't want to purchase a crack sealer. I figured I could make one for the fun of doing it, especially when I learned the cost."

Rewerts reworked the metal from an old water heater for the sealer. "I cut it apart and straightened it to make the inside box. It took me filling it with water a couple of times to locate the leaks after welding." Next, he made a larger box to fit around the first, with about 1 in. of space between them. "I welded them together, then added some spacers between the boxes so they wouldn't move."

Rewerts used seed disks from a wheat drill for the wheels. "I had to cut them down and try to make them round," he says. "For the front swivel, I had to make a steel wheel to replace a rubber wheel in a caster wheel. I don't have a lathe, so I used a grinder to get the wheel round." He found that grinding at an angle rotated the wheel, ensuring the grinder only reached the high spots and created a nearly perfect wheel.

"The biggest problem was figuring out how to make the valve," Rewerts says. "I got two pipes where one fit inside the other snugly. I had to grind one until I could get them to fit really tight. Then, I drilled a hole in both, which matches the pipe that drips hot filler onto the ground. When I rotated the inside pipe, it worked like a valve."

He also made a handle and found an old bracket with two bolts to attach to the exterior. "That way, I could attach the handle in two positions: one for use and one for easier upright storage."

Rewerts is quick to acknowledge that the process took some trial and error. "I used a picture of a crack sealer as my pattern," he says. "But I had to figure out how to make everything in it." Another challenge was getting the exhaust from the burner out through the holes drilled along the top. "I've had to enlarge them since the first time I drilled them," he says.



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Another problem was removing the center part of the valve if needed and keeping it in place. "In the second year, I added the angle iron and all thread with the handle to keep the inside pipe valve in place because hot liquid always wanted to push the inside pipe out." He also experimented with the length and shortened the levers so that they worked in the proper range.

Years in, Rewerts continues to tweak his design. "It was a fun project. I've used it for three years now to seal my driveway. It takes a while to get hot, and I still have trouble with the propane weed burner wanting to blow out. I added a cover over the burner this third year to keep a small breeze from blowing out the flame. I could've bought one, but it was more fun to make one and see if it could work. This year, I also helped seal my neighbor's driveway."

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Push-Pull Snowplows Are Quick And Efficient

Clearing snow from parking areas and around garage doors is often a challenge involving plenty of manual labor.

Cotech, a Quebec-based company, is helping transfer manual work to mechanical labor with its push-pull skid steer-mounted extendable snowplows.

The Cotech PPCR-SKST plows are perfect for mid to small-sized areas and tighter quarters. Snow removal companies are excited about their speed and efficiency.

Fitted with universal mount attachments and generic brackets, plows fit all popular skid steers, including John Deere, Case, Kubota and Caterpillar.

"The plow width and vertically rotating end wings are hydraulically controlled on the fly," says Cotech Marketing Manager Christophe Leduc. "Operators can push snow, then rotate the wings to quickly pull snow out of tight quarters and away from fences, walls or vehicles."

The snowplows feature a unique middle trip system that hinges forward to prevent damaging the equipment if it contacts a curb, manhole or other obstacle.

"It's an important characteristic as this absorbs the contact shock and travels smoothly over obstacles," Leduc says.

The unit features an integrated leveling system, a right-to-left float for uneven surfaces, and a constant pressure process built



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into the linkage and mounting.

Options include steel, Teflon or rubber cutting edges and colors matching the operator's skid steer.

Four different models fit 50 to 115-hp. skid steers. They range in width from a closed 77 in. to an open 159 in. and weigh 1,275 to 1,900 lbs.

The PPCR-SKST is built in Quebec and is available at tractor and skid steer dealerships across North America. Leduc recommends that customers contact their nearest dealer for availability and pricing.

Contact: FARM SHOW Followup, Cotech, 412 route de la Station, St-Éloi, Québec, Canada G0L 2V0 (ph 418-898-4444; info@cotech.ca; www.cotech.ca).



Buffalo panels are 6 ft. 6 in., and the Standard panels are 5 ft. 8 in. At 24 ft. long, the Buffalo panels weigh 950 lbs. compared to 850 lbs. for the Standard.

With Free-Standing Panels, Custom Corrals Easy

Double J Mfg. and Repair creates free-standing corral panels for quick corral setup and customization. "The company began when two friends, Jeff Enzinger and James Owen, decided to combine their building skills. That's where the name 'Double J' comes from," says Double J Mfg. representative Darcy Pfaff. "Things were a little slow those first few years, but now we're too busy to keep up."

The business gained national attention with its free-standing corral panels, which can replace old wooden panels. There's no need for posts, as the panel's weight and leg design prevent them from tipping. "These panels make setting up a corral system easy without digging up posts. It's easy to change the configuration or move the panels for cleaning," says Pfaff. "The legs are about 5 ft. long, and they even dig into the ground when pushed to the side, adding more stability."

Two heights are available: Buffalo panels are 6 ft. 6 in., and the Standard panels are 5 ft. 8 in. At 24 ft. long, the Buffalo panels weigh 950 lbs. compared to 850 lbs. for the Standard. "Essentially, the Buffalo panels are just bigger and heavier," says Pfaff. "They're built to the same quality. A skid steer works

great to move them, but you don't have to worry about an animal knocking them down."

Panels come with two chains and keyhole slots to quickly tie the panels together. The leg has a 2-in. rise in the center to prevent movement from pushing cattle. While the 24-ft. model is the most common, length options range from 8 ft. to 30 ft. Choose between two styles of 2 7/8-in. oil well pipe and sucker rod: welded in (\$595 for 24 ft.) or free-floating (\$525). Pricing is subject to change based on materials and freight costs. "We'll never claim to be the cheapest option," says Pfaff. "That's because we're focused on quality and longevity. It's like comparing a Cadillac to a Chevrolet. You have to know what kind of quality you're going after."

The company ships nationwide and works with dealers across the country. "Contact us directly to learn about dealers near you," he says. "We also do a lot of custom builds, and we've helped set up working systems for different ranches. We're happy to sit down and help you figure out your whole system."

Contact: FARM SHOW Followup, Double J Mfg., 4957 63rd Ave SE, Jud, N.D. 58454 (ph 701-485-3511; info@doublejmf.com; www.doublejmf.com).



Horizon claims its comprehensive safety system package matches or betters all its competitors by highlighting a Brightway Group electric breakaway kit and Grade 70 safety chains.

These Trailers Are Built For Irregular Loads

Horizon Trailers gooseneck flat-decks are a good option for operations needing unusual trailer sizes to haul their equipment.

Its lineup of FHZ trailers features unique benefits in lengths, widths, and material strength.

Thirteen trailer lengths ranging from 20 to 44 ft. are available, catering to a broad spectrum of hauling requirements, from heavy machinery to parts pallets and construction materials. The decks are 102 in. wide for the largest loads. Length and width are optimally balanced, with a 34-in. deck height for easy loading and unloading.

Horizon makes dual 10,000-lb. axles and heavy-duty 10-ply tires standard and offers optional upgrades to 12,000 and 16,000 lbs., delivering a GVWR from 25,000 to 30,000 lbs.

Nearly a dozen color choices are available. A company promotional release emphasizes the trailer's durability, focusing on the

12-in. I-Beam main frames, which supply 19 lbs./ft. of strength. They ensure resilience even under the roughest use and terrain.

Additionally, Horizon claims its comprehensive safety system package matches or betters all its competitors by highlighting a Brightway Group electric breakaway kit and Grade 70 safety chains.

"The combination of a strong frame, reliable suspension, and essential safety features makes the FHZ flat-deck trailer a top-tier choice for demanding hauling tasks," says a Horizon spokesperson.

The FHZ Horizon trailers are available from dealerships across North America. The company recommends interested customers contact their nearest dealer for pricing and availability.

Contact: FARM SHOW Followup, Horizon Trailers LLC, 1163 Horizon Blvd., El Paso, Texas 79927 (ph 915-455-8537; www.horizontrailers.com).