



When Langerman put his tractor together, he wanted a cab big enough to walk around in and that would let him sit sideways while operating it.



A 3-pt. hitch built onto the loader arms can be raised up out of the way to allow pull-type implements to be hooked up to tractor's swinging drawbar.

**7 1/2 FT. LONG, 6 1/2 FT. WIDE**

By Bill Gergen, Associate Editor

## Two-Way Tractor Fitted With "World's Biggest" Cab

Fitted with what may be the world's largest tractor cab, this home-built 4-WD articulated "two-way" tractor also features an operator turntable that rotates 180 degrees, making it easy to operate the tractor in either direction.

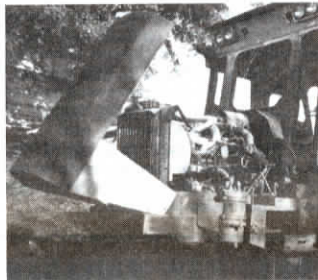
The home-built cab is 8 ft. long, 6 ft. wide, and 6 ft. high. The seat, steering wheel, hydraulic levers, and foot pedals are mounted on the rotating turntable which is built from 3/8-in. steel plate.

"I built it 15 years ago, but it has many of the same features found on today's 4-WD tractors. I spent only about \$20,000 to build it," says Lowell Langerman, Fayette, Iowa. "I wanted a cab big enough that I could stand up and walk around in and also be able to sit sideways in the cab to operate without looking back over my shoulder all the time. To rotate the turntable I simply grab onto something and pull myself around."

Langerman built the tractor out of an old 4-WD articulated loader tractor that was equipped with a front-end loader and a small 6-cyl. gas engine. He stripped the tractor down to the frame and replaced the original engine with a 711 cu. in. diesel engine taken from a Mack semi-truck. He also installed the Mack truck's 5-speed transmission, 2-speed Browning transmission, and radiator. The new engine was heavier and longer than the original one so he moved the rear axle back 2 1/2 ft. for better weight balance. He also mounted 16.9 by 24 dual tires on both axles. A 2-speed power divider salvaged from a 5-ton Army truck provides 4-WD. The transmission's output shaft is connected to the power divider's input shaft, which is connected to the front and rear axles.

A home-built Cat. III 3-pt. hitch is mounted on the loader arms and can be raised up out of the way, allowing pull-type implements to be hooked up to a heavy-duty swinging drawbar.

"The combination of the 3 and 5-speed manual transmissions and power divider gives me 30 forward speeds so I can pick the gear and engine rpm that provide optimum ground speed for the equipment I'm pulling and adjust the rpm's at the same time without having to change gears all day. It works



A 711 cu. in. Mack truck engine provides power to the big tractor. Entire hood hinges up for easy servicing. He moved rear axle back 2 1/2 ft. to counterbalance weight of engine.

better than today's high-priced hydrostatic or "shift-on-the-go" powershift transmissions because I don't have to stop to shift gears, which results in less wear and tear on the driveline. Also, I can go up and down hills at the same speed for more consistent tillage without overloading the engine.

"The hydraulic pump is driven by a power divider salvaged from a 3/4-ton pickup and powered via a driveshaft that's belt-driven off the engine crankshaft. The pump is used to raise or lower the loader and to power remote hydraulic outlets and steering.

"The cab's corner posts are hollow. Clean air is drawn into the engine from on top of the cab and is pulled down one of the corner posts and into the air breather.

"The engine is easy to service. There's a platform on each side and the hood pivots forward. The engine, transmission, and radiator are all built as one unit. I can remove four bolts to pull the entire unit out for repairs."

An air tank in the cab provides air for the air-over-hydraulic clutch and brakes. Car lights are mounted on all four corners of the cab, with dimmer switches.

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Lever under steering wheel is a hand clutch that Langerman uses instead of the foot clutch when he's hooking up implements and needs to "inch" along.



Entire operator platform swivels on "turntable" that lets Langerman quickly switch positions.