

**FARMERS WHO'VE TESTED PROTOTYPES  
SIZE UP "BREAKTHROUGH" MACHINE**

# Operators' Report on Deere's New "Maximizer" Combine

"It has more innovative engineering built into it than any piece of farm equipment Deere has ever produced — a real winner," says Illinois farmer Cliff Warkins, of Erie, one of several dozen farmers throughout the U.S. who've worked closely with Deere over the past six years in field testing prototypes of the just-introduced 90 series "Maximizer" combine.

"It's been improved in one way or another from top to bottom, making it easier to work on, quieter and nicer to drive, and equipped with more power, and more cleaning and threshing capacity," reports Cliff. He's field tested all three new diesel-powered Maximizer models — the 9400 (155 hp), 9500 (190 hp), and the 9600 (190 hp for small grains and 253 hp for corn, rice).

"I'm confident that, in completely redesigning the new 90 series, Deere's engineers have solved the walker loss problem we've experienced with the 8820 in heavy crops," says custom operator Jon Taylor, of Copeland, Kan., who over the past three years has logged over 1,000 hours of field time each on prototype 9500 and 9600 Maximizers. "These new combines are well thought out and superbly engineered. They're easier to work on, and easier to tear down and set up when moving from job to job. The parts manual for the 9600 lists about 40% fewer parts than the 8820," notes Jon who has purchased six 9600's for his custom operation.

Because he makes his living with combines, he expects a lot of out of them. "We keep records on each machine and expect them to be at least 98.5% efficient — averaging no more than 1.5 hours of down time per 100 hours of field operation," he told FARM SHOW. New Maximizer features he feel will contribute to minimal down time include: more engine power, more threshing and cleaning capacity, 33% fewer belts and chains, a feederhouse reverser (standard on all three models) a 140 gal. fuel tank and a 240 bu. (9600 model) grain tank. "Most any combine will do a good job in 30 bushel wheat or 100 bu. corn. The real test comes in rough going — such as a heavy crop that's lodged and tangled. This is where the new Maximizer shines. It's not power limited like the rotaries," he told FARM SHOW.

Jon offers this word of advice to farmers shopping for a new Maximizer: "Put a lot of thought into the options you want. Be sure, for example, to match engine capacity to header capacity so you don't end up underpowered."

"It's a great machine," says custom operator Scott Payne, of Imperial, Neb., who, after four years of field testing 9600 prototypes, will go to the field this harvest season with eight new 9600's, each equipped with 30 ft. platforms and the big 253 hp engine.

Like most users we interviewed, Scott cites "operator comfort and convenience"



Deere lengthened the feederhouse on its new 9000 series combine to move the header forward, making it unnecessary for the operator to lean forward to see cutterbar or header height.

and "overall performance" as the Maximizer's most outstanding features. The Sound Gard type cab, with curved windshield, has been moved to the center and the feederhouse extended 6-1/2 ft. This positions the header well in front, making it unnecessary for the operator to lean forward to see the cutterbar, or to observe cutting height of the platform.

Other engineering innovations include "on the go" cylinder speed and concave adjustment, a new 8-wing beater which moves crop material across a beater grate

for better separation; four new cleaning fans and a new pre-cleaner, and a single-handle operator control with integral switches to control ground speed, header height and feederhouse speed. Controls built into the console include engine speed, cleaning fan speed, concave adjustment, and unloading auger swing and engagement.

Suggested retail prices (less header or platform) for field-equipped, ready to go machines range from \$83,000 for the 9400 to \$115,000 for the 9600 (with 253 hp engine).



The 14 ga. steel frame is perforated with 2 1/2 by 4-in. holes spaced 1 ft. apart which cuts trailer weight by more than 50%.

## New "Perforated" Trailers

New-style "perforated" gooseneck trailers weigh less than half as much as comparably sized conventional trailers yet they allow you to pull a heavier cargo than conventional trailers, says Ultra Lite Trailers, Modesto, Cal.

The secret to the lightweight trailers is the 14 ga. box tubing frame that's perforated with 2 1/2 by 4 in. holes spaced 1 ft. apart.

"Ultra Lite trailers are the lightest trailers on the market as far as we know," says Bob Barnett, owner. "Conventional trailers are built of heavy channel iron. Even an empty trailer weighs a lot, so cargo carrying capacity is limited. Why pull all the non-productive weight of an empty trailer? Our smallest flatbed trailer weighs only 350 lbs. and can carry 2,000 lbs., which is more than five times its own weight. A comparable conventionally-built trailer weighs 900 lbs., or 550 lbs. more. Gooseneck hitch models distribute weight more evenly to allow even more pulling capacity and improved maneuverability. Even, 4-wheeler ATVs can

pull this trailer. One fencing contractor uses his pickup to pull the trailer loaded with his ATV and fencing materials. When he arrives at the job site, he disconnects the trailer from the pickup and pulls it with the ATV. The trailer's light weight also improves fuel economy."

The trailers are available in lengths from 8 to 20 ft. and widths from 6 1/2 to 8 ft., with carrying capacities ranging from 2,000 lbs. to 7,000 lbs. Utility, conventional flat beds, or drop belly styles are available, in either ball hitch or gooseneck design.

The trailers are available with tilt beds, ramps, dump set-ups, and stake sides. A custom hitch and jack design allows one person to connect or disconnect the trailers in less than 60 seconds. A 4 by 8 ft. flatbed trailer sells for \$480 and a 6 in. by 16-ft. trailer sells for \$2,760.

For more information, contact: FARM SHOW Followup, Ultra Lite Trailers, 2806 Roselle, Modesto, Calif. 95355 (ph 209 523-9788).



Diverter mounts over feederhouse door. A 12-in. fan sucks dust off return chain.

## "VIRTUALLY ELIMINATES DIRTY WINDSHIELDS, RADIATORS, CAB AND ENGINE FILTERS"

### "Diverter" Sucks Dust From Deere Combines

"Conventional combines have more problems with dust than rotary combines. That's why we came up with this feederhouse dust diverter for Deere combines," says W.A. Johnson, inventor and manufacturer about his new hydraulic-powered add-on attachment that requires no permanent modification to install.

The diverter mounts directly over the feederhouse door. A 12-in. dia. fan on one end sucks dust off the return chain and flows it out to the back of the combine through a 12-in. dia. flexible tube. The fan is powered by reel hydraulics and doesn't affect opera-

tion of the reel. When the reel is not in use, the system operates by connecting hydraulics directly to the diverter.

"The vision of the operator improves tremendously, especially under extremely dusty conditions. The diverter virtually eliminates problems with dirty windshields, radiators, cab and engine filters, reducing overall maintenance on the machine."

Sells for \$1,350.

For more information, contact: FARM SHOW Followup, W.A. Johnson, 12406 Taylorsville Road, Louisville, Kent. 40299 (ph 502 267-5263).