



The Deere 8300T features a standard 16-in. rubber track that provides 19.8 sq. ft. of ground contact area.

Deere Introduces New Products

Continued from previous page

models utilize the new MaxEmerge Plus row units:

Model 1770, a 12-row planter for planting in 30-in. rows, replaces the previous model 7200 MaxEmerge 2 planter. It's available in either a rigid or flex frame design. Both frames feature two sections of 7 by 7-in. boxed steel members.

Model 1780, available in a new 16/31 row configuration, permits planting in either 16 30-in. or 31 15-in. rows with the same machine.

Model 1780 is also available with 24 rows placed on 20-in. centers. The MaxEmerge Plus row units are positioned in-line with 10 units on the frame's center section and seven on each wing.

Hooded Sprayer: New Model 320 is designed to apply herbicide in the row middles of virtually all flatland and bedded row crops, and to work in all soil and residue conditions.

Designed for 3-pt. mounting, it's available in 4, 6, 8, 10, and 12-row configurations with either narrow (30-in.) or wide (36, 38, and 40-in.) row spacing. The 4-row models use a 4 by 4-in. rigid toolbar. All other models feature a 4 by 4-in. double mainframe and folding wings.

High impact polyethylene hoods provide long life and protection from corrosion. Five hood sizes (14, 20, 28, 36, and 46 in.) support the sprayer's 14 different row configurations. The hoods are adjustable (plus or minus 2 in.) to meet most row-crop spacings. Curtains guard against drift and protect the crop. Lay-down bars knock down large weeds to increase herbicide effectiveness. Replaceable metal skids permit the hoods to run on the ground.

New Self-Propelled Windrower: Deere's all-new 4890 self-propelled windrower is designed to work with the new Deere 890 auger platform. It's available in three cutting widths (14, 16 and 18 ft.) and features a hydraulically-powered reverser. Without leaving the cab, the operator can reverse direction of the conditioner rolls, augers, and reel to clear tangled material from the platform.

Power is provided by a 100-hp turbocharged Deere PowerTech 4.5 liter, 4-cyl. diesel engine. The cab is an adaptation of the cab used on Deere's 9000 Series combines. Standard equipment includes air conditioning, heater, air-suspension seat with seat belt, tilt-telescoping steering column, and a passenger seat with seat belt. Hydro-

static drive provides speeds up to 8 mph in the field, and up to 16 mph in transport.

Large Square Baler: Deere's new Model 100 large square baler is designed to produce bales up to 8 ft. long, 31.5 in. square, and weighing up to 1,000 lbs. It features an exclusive self-cleaning Power Feed system, a heavy-duty tandem axle option and an integrated crop pre-cutter that can be activated to pre-cut crop material before it enters the bale chamber.

Two twine storage boxes (one on each side of the baler) hold a total of 24 balls of twine, enough for approximately 1,100 bales. Each of the baler's four knotters is supplied by six balls of twine.

An optional walking beam tandem axle and large 38 by 20 by 16.1 8-ply tires permit faster ground speeds. Tire size for the single axle version is 21.5L by 16.1, 10 ply.

Approximately every 50 strokes, an optional knotter cleaner uses a short blast of high-pressure air from an on-board compressor to remove chaff and debris.

An optional "last bale eject" feature allows the operator to completely clean out the bale chamber before moving to the next job, or when returning the hay or silage baler to shed storage at the end of the season.

Round Balers: Deere has introduced a new family of "6 Series" round balers. Seven models include the 446, 546, 456, 456 Silage Special, 556, 466, and 566 models. Bale size ranges from the 446's 4-ft.-wide by 4-ft.-tall bale, weighing up to 750 lbs., to the 566's 5 by 6-ft. bale, weighing up to 2,200 lbs.

All "6 Series" balers are available with either the standard pickup or a new, optional heavy-duty Mega Tooth pickup for difficult conditions. An extra wide 71-in. pickup is available as an option on the 446, 456 Silage Special, and 466 round balers.

The 456 Silage Special can handle crops with up to 70% moisture content. It's equipped with a heavy-duty Mega Tooth pickup, and a powered scraping auger that removes wet crop material from the backside of the belts. An adjustable bolt-on knife scrapes and cleans material from the starter roll, assuring reliable next-bale starting.

A new Model 20 Round Bale Accumulator is designed for use with the 466, 566 and earlier balers. Powered by the baler's hydraulics, it allows two bales to be pulled behind the baler for drop-off at a central location.



Powell's bale hauler was built from a 1959 Dodge 1/2-ton pickup and an Allis Chalmers WD-45 tractor.

"I USE IT TO MAKE HUNDREDS OF BALES EACH YEAR"

"Truck-Tor" Makes Great Baler Tractor

J.P. Powell, Stockton, Mo., merged two machines - a 1959 Dodge 1/2-ton pickup and an Allis-Chalmers WD-45 tractor - to build a "truck-tor" that works great for pulling his round baler and mower-conditioner.

"I use it to put up hundreds of bales each year. The engine has a lot of power and the hydraulics work great. We've even had it in several parades," says Powell, who built the truck-tor 10 years ago.

It's equipped with hydraulics and reversible pto. Powell controls the tractor half of the machine from inside the pickup by means of rods connected to the hand clutch, pto, gear shift lever, and hydraulic levers. There are two transmissions - a 3-speed in the pickup and a 4-speed on the tractor rear end. The coupled-up transmissions provide 24 forward gears and four reverse.

Powell removed the pickup bed and cut off the frame just behind the cab. He removed the tractor engine and front part of the frame. Then he welded the two frames together and connected the pickup's 3-speed transmission to the input shaft of the 4-speed tractor transmission. He raised the front end of the pickup 10 in. for extra ground clear-

ance and to level up the pickup cab with the tractor frame. He also widened the front axle by 5 in. so it would turn shorter.

A 20 gpm hydraulic pump that's belt-driven off the engine is activated by an electric clutch. A governor from an old Massey combine is used to maintain engine speed.

"I bale in third or fourth gear which is about the same speed that I'd go with a conventional tractor," says Powell. "I usually put the pickup transmission in second gear and the tractor transmission in low. I can reverse the pto which is a big advantage because if a wad of hay jams in the baler I can reverse the pto and spit it right back out. To change the pto direction I put the pickup in reverse and throw the tractor's hand clutch out so that the truck-tor won't go backward. I go about 35 mph on the road.

"I hooked up a pair of 8-in. long hydraulic cylinders to the tractor's foot brakes. I can also use the front brakes on the pickup."

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Original Cat Challenger Goes On Display

We spotted this unusual display at the recent LeSueur County Pioneer Power Show at LeSueur, Minn. The rubber-tracked tractor on the right is the original Cat Challenger prototype built in the early 1970's.

The prototype was used for Caterpillar's earliest experiments with rubber belted tracks. The company also used the tractor to test various undercarriage designs and bogie wheel systems.

"In place of front steel idler wheels was a pair of rubber highway truck tires," noted Paul Athrop, author of a book on the Caterpillar company which includes a section on the Challenger.

The prototype used a D6D chassis and an after-cooled 3306 engine. It's owned by Ziegler Inc., Bloomington, Minn. The tractor on the left is the latest 1996 Challenger model.