

**MacDon™**

ISSUE 7 | FALL 2009  
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# PERFORMANCE

GETTING THE MOST FROM YOUR MACDON MACHINE



**WORLD'S  
WIDEST  
FLEX DRAPER  
UNVEILED.**  
MACDON'S NEW 45' GIANT.

**A LOAD OF BEANS.**  
ILLINOIS FARMERS RECOVER \$60,000 MORE  
CROP WITH FD70.

**TWO-IN-ONE  
SOLUTION.**  
SASKATCHEWAN  
FARM DOES  
IT ALL WITH  
MACDON D60s.

**ONE MAN  
JOB.**  
MACDON SWATHERS  
NOW SELF TOW  
THEIR HEADERS.



GREG BIGHAM

# THANK YOU FOR HELPING US ADVANCE HARVESTING TECHNOLOGY.

In 1949, when MacDon was founded, Harry Truman was President and the launch of Sputnik was still eight years away. While much has changed over the last 60 years in the agricultural industry, the virtues of delivering a quality product at a fair price haven't. Nor have the primary attributes that farmers seek in their equipment. Productivity, reliability, durability, convenience and comfort; these remain the attributes upon which a machine's quality and value are judged – attributes that have been MacDon's passionate pursuit for the last six decades. Ultimately, our goal has not been to just advance harvesting technology but also to improve the lives of farmers by making harvesting faster, more comfortable and less stressful. This was the inspiration behind MacDon's introduction of the self-propelled swather in the 1950s, as it was our latest generation of equipment that includes M Series Windrowers with Dual Direction™ and our revolutionary FlexDraper® technology which is changing the way soybeans and other valuable crops are being harvested.

Developing the world's best harvesting machinery has always been a collaborative process, and MacDon remains grateful to its many dealers, suppliers, industry partners and, most importantly, its customers for their ideas, support and commitment over these past 60 years. From all of us at MacDon, thank you. We couldn't have done it without you.



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## MacDon<sup>™</sup> PERFORMANCE

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# MAKING THE GRADE.

SASKATCHEWAN'S  
RUMPF FAMILY  
MAKES THEIR  
LIVES EASIER  
WITH MACDON  
PRODUCTS.

**T**he land around the Battlefords in northwestern Saskatchewan is considered some of the province's most scenic. In summer the picturesque landscape of the North Saskatchewan River valley becomes a dreamy patchwork of golden wheat and canola fields set amongst green stands of trees and steeply rolling hills. Travelers rushing through on the nearby Yellowhead Highway, on their way between Saskatoon and Edmonton, can't help but drive a little slower to make the

panorama last. Unfortunately, what is breathtaking to the eye can represent a real challenge to the farmer.

"I don't know what the grade would be," says Henry Rumpf about the hills on his 15,000 acres of land about 15 miles (24 km) west of the town. "But, let me put it this way, if you were riding with me you'd probably need an extra pair of pants."

*Continued*



## MAKING THE GRADE.

*The new D60 features a much larger opening, allowing it to more easily handle larger volume crops.*



Henry farms this land, which has been in the family for 35 years, with three of his four sons Perry, Mark and Allan (son, Wayne, handles the farm's trucking). Their land is not all hills – they have some flat fields too – but it is the hills which are the defining factor when it comes to making equipment choices. In a place where the average size of header is 25 and 30 foot, it was quite a surprise to some of their neighbors when the Rumpf's decided on three new MacDon 40 foot D60 Draper Headers for their John Deere 9870 combines. The Rumpf's also picked up two of MacDon's higher-powered M200 Windrowers for their swathing needs, saying that the ability to run the same headers on them was also a big selling factor.

"They can't believe that we can run 40 feet in our hills, and do the job that we're doing," says Rumpf who adds that he too was surprised with how his D60s performed.

In an especially heavy wheat crop – "If you believe me, we averaged 50 bushels across

7,000 acres" – he was able to cut at about 4.5 MPH (7.2 km/h) with the new D60s, about 1 MPH (1.6 km/h) faster than with his previous 36 foot headers on John Deere 9780s. In 33 bushel canola – "we had some hail damage" – he was even faster picking up the swaths, about 6 MPH (9.6 km/h). Rumpf says that some of that increase in speed was expected because of the newer, larger

In addition to the feeding, Rumpf and his sons have found a number of other things to love about their D60s. One thing in particular is the D60's high responsive spring flotation system and improved cutterbar, which together almost eliminated "digging" in their terrain. Another is the D60's self-contained transport system, which allows them to quickly detach the header and tow it behind the



*The Rumpfs left to right: Wayne, Allan, Henry, Perry, Mark.*

combines, but much was also due to the excellent feeding qualities of his D60s, which makes it easier for the combine's thresher to run at peak efficiency, and thus achieve maximum ground speed for the crop and terrain conditions.

"Oh yeah, you can feed the combine all it needs. I could just go faster."

combine when moving from field to field – eliminating the need for an extra person and a flatbed.

"We've got something like a 25 mile (40 km) drive between our fields, and it's through town. So it's nice being able to hook the header behind the combine and away you go."





The new D60s also shine when swathing. He says that he and his sons were very pleased with their ability to lay a smooth, lump free swath in a challenging canola crop. They report that the D60's bigger opening in the back tube area and windrower height clearance is partly responsible for this, as it allows them to push a lot of material through and still maintain an even windrow.

"We were running two 25 foot and two 30 foot, and now we are doing the same amount of acres with these two 40 foot. We're doing it quicker now with 80 feet than the 110 feet."

In addition to the better cutting and crop handling abilities of the D60, part of the productivity increase must be attributed to the two MacDon M200 Windrowers that they are mounted on.

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**"THEY CAN'T BELIEVE THAT WE CAN RUN 40 FEET IN OUR HILLS, AND DO THE JOB THAT WE'RE DOING."**

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"We can go faster with the D60s and still leave a nice swath. I mean we don't even have shears on the end to divide the canola, and they work just as good as our old headers with dividers."

The Rumpfs also love the math of their two 40 foot D60s. With them they've gone from four swathers to two, and are still finishing faster.

"We've never had anything like them... lots of power. We were also really impressed with how quiet they were and comfortable to run."

Not only did these two powerful 213 HP units have no trouble pushing the 40 foot headers over the hills through the heavy wheat and downed canola crops, they did so without hardly a hiccup or protest.

"We ran them the whole season, cutting 8,000 acres without stopping for anything. For new tractor units and headers to run all those acres and with nothing going wrong, well that's pretty good. Some guys around here had all kinds of problems with their swathers last fall; they couldn't get it cut or get the canvasses to drive properly. The competitive ones were giving lots of problems. There was one guy who had to get it custom cut because he couldn't get it done."

The disparity in performance didn't go unnoticed.

"That guy who had to get it custom cut came and talked to us about our MacDons. Well, now he's got two MacDons himself."





# MACDON LEAPFROGS COMBINE CAPACITY.

CAPACITY OF NEW 45' HEADER NOW GREATER THAN MOST COMBINES.

For many years now, as combine harvesting capacity has increased, farmers have not been able to fully capitalize on that increased capacity due to the crop handling limitations of their headers. But now, all that has changed with MacDon's introduction of its new 45' FD70 FlexDraper® – a flex header whose harvesting capacity is greater than most Class 9 combines.

When MacDon first introduced the FlexDraper®, it represented a true breakthrough in flex header technology. Since then, a number of manufacturers have tried to imitate MacDon's FlexDraper® concept, but none have been able to match the performance or efficiency of MacDon's patented design. Its unique three-section flex frame, when combined with MacDon's advanced draper technology, offers balanced floating action plus comparable flex range to competitive sized flex auger headers. Now, with the release of the 45' version, farmers will finally be able to push their combines to their harvesting limits in a wide range of crops including soybeans, edible beans and all cereals.

A key advantage of the 45' (13.7 m) FD70 FlexDraper's unique flexing action is that it allows the header to maintain a consistently close relationship between the knife and the reel, even in maximum flex. This is in contrast to conventional flex headers where the flex action can prevent proper reel tine contact

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**"FARMERS WILL FINALLY BE ABLE TO PUSH THEIR COMBINES TO THEIR HARVESTING LIMITS."**

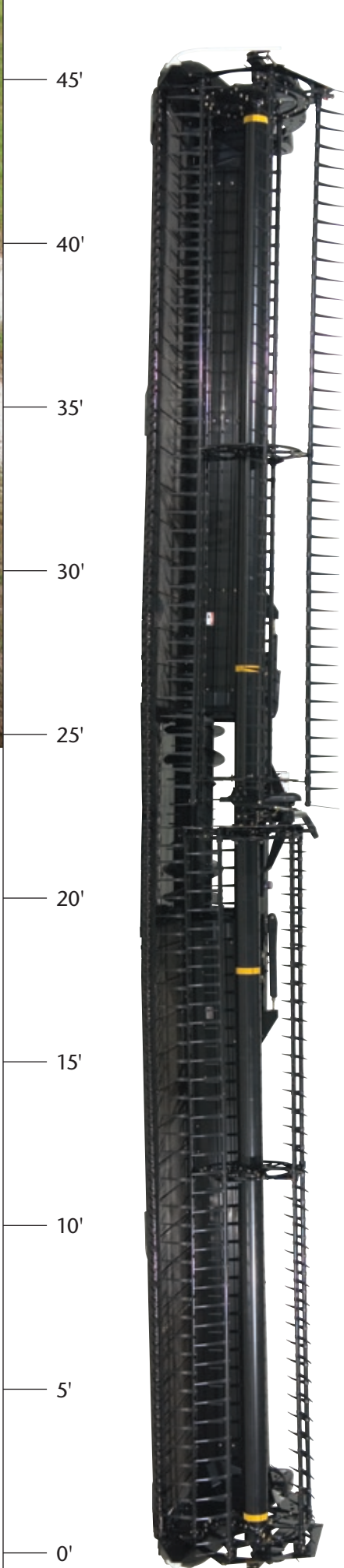
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with the crop, which in turn can cause bunching and plugging. The result is the most flexible header yet with wing float and flex capabilities that greatly exceed the performance range of flexible cutterbars on conventional flex headers. Additionally, the FD70 can also perform as a rigid header by locking together the FlexDraper's three sections, giving operators the best of both worlds.

The FlexDraper's productivity boost comes from the fact that it is a flex draper, rather than a flex auger. Because it is a draper, crop feeding into the combine's feeder house is much smoother with much less bunching and plugging. This allows the combine's threshing mechanism to operate much more efficiently, a difference that will allow most operators to increase their ground speed significantly compared to an equivalent sized flex auger head, or move up in header width.

Another important feature is MacDon's highly effective float system that employs coil springs to provide exceptional lateral and vertical flotation over rolling and uneven terrain. This action is enhanced with MacDon's auto header height control system (Float Optimizer), which allows the header to automatically adjust flotation to ground conditions, eliminating the need for the operator to make constant adjustments. Combine this with the reel's ability to gently lift the crop like a comb before cutting, as well as MacDon's patented C-shaped cutterbar (which allows cutting at ground level), and





you have a header that cuts cleaner with less loss, especially in crop that is downed, lodged or tangled.

The FD70 is available for most current model combines (Class 6 up to Class 9). For producers requiring a smaller header than the 45' (13.7 m) model, MacDon's FlexDraper® is also available in 30' (9.1 m), 35' (10.7 m) and 40' (12.2 m) sizes.

Producers anxious to find out more about the FD70 will have an opportunity to see it in action during MacDon's Cut Across America Tour. The tour will feature MacDon's next generation of harvesting equipment, and will start in California and Arizona in March, to be followed by New Mexico, Texas and Oklahoma. In 2010 the tour will then follow the harvest northward as crops become available to be cut, and will eventually include Canadian locations. In total, farmers in 28 states and provinces will have a chance to see and drive the new equipment before the tour ends. Producers are encouraged to visit [macdon.com](http://macdon.com) to find out details about showings in their areas.

## Introducing 4½ stories of soybean harvesting greatness.

MacDon's new 45'  
FlexDraper® – likely  
one more story  
than your current  
flex head.

MacDon's FlexDraper® is available  
in 30' (9.1 m), 35' (10.7 m),  
40' (12.2 m) and 45' (13.7 m) sizes.



**MacDon**





BIG HEADER, BIG PAYOFF.



“Daddy, is it really that big? That’s twice as tall as our house.”

That’s what Illinois farmer Greg Bigham recalls his nine year old son Grant asking after his son placed a recent MacDon ad on their fridge. The ad (see page 7) shows MacDon’s new 45 foot FD70 FlexDraper® on its end with a six foot man standing next to it. Seen side by side like this a viewer gets a new appreciation for just how wide MacDon’s latest flex head is; in fact it is the world’s first flex draper head to ever be this wide.

Bigham admits that even he was taken aback a little seeing the ad, despite having one of the 45' giants on his farm and being familiar with their size.

“From a distance they don’t seem that wide, but when you get up close you realize just how big they are,” said Bigham.

Greg Bigham farms 11,000 acres of corn, soybeans and wheat with his brother Roy Allen and 10 full and part-time employees near the town of Vergennes, Illinois, about 70 miles southeast of St. Louis.

FD70s was the opportunity to go wider – an important feature given the fact that their farm has grown rapidly in recent years and they are always looking for ways to be more productive.

Before buying the MacDon FlexDrapers the Bighams had been harvesting with combines mounted with 30' conventional auger flex heads, but they knew that they had to go bigger.

Bigham figures that conventional auger flex head design was leaving a lot of beans in the field, something that they could improve on with the gentler handling properties of a FlexDraper®.

“We heard that there would be less loss with the MacDon FlexDraper® head, and that’s exactly what we’ve experienced. As you’re cutting through the field, you can stop the machine and look out at the side, and pull the

“OUR THOUGHT IS IF WE CAN SAVE ONE BUSHEL AN ACRE ON 6,000 ACRES ... THAT’S \$60,000 A YEAR.”

“When we switched to these big John Deere combines you couldn’t get a 40' conventional flex head like you could with the FlexDraper®. Our philosophy was to maximize the capacity of our combines and the FD70s made that possible.”

But going wider wasn’t the only FlexDraper® advantage that impressed the Bighams. More important than the width was the opportunity

chaff back, and measure the amount of soybeans that are laying on the ground. There is very little of that with the FD70. Also, we don’t have beans hitting the windshield anymore so we know that there are not any beans being lost like with an auger head. In comparison, the FlexDraper® cuts the beans and lays them on the belt and brings them to the middle without thrashing them.”

## MACDON’S 45' FD70 FLEXDRAPER® PAYS BIG DIVIDENDS FOR ILLINOIS FARMER.

Altogether, the brothers own two 40' and one 45' FD70s, all mounted on John Deere 9870 combines.

The 2009 harvest marked the Bigham’s third year with MacDon FlexDrapers. Greg says he and his brother were first sold on the FlexDraper® concept after seeing a demo of the header in soybeans. One of the first things that really impressed the brothers about the

to reduce bean loss when harvesting their 6,000 acres of soybeans.

“Before, on our conventional heads, the drum grabbed the beans to bring them to the middle, it would spin and crush them, and that always popped some pods open. We always had a lot of beans lying on the sickle where the sections cut the beans off the ground. We could also hear a lot of beans coming off the drum head and hitting the windshield of the combine when the beans were dry.”

And that feature alone is likely putting big dollars in the Bigham’s pockets.

“Our thought is if we can save one bushel an acre on 6,000 acres, that’s 6,000 bushels at \$10 a bushel, or \$60,000 a year. Even though we haven’t measured it, I think it’s likely that we are doing at least that.”

Continued





Another feature the Bigham's like is the hydraulic header tilt, which they are finding a big help under some conditions.

"When it is really dry you can tilt the header back. This is really nice in our double crop beans at night when the dew prevents the heads from sliding easily. When that happens we just tip the headers back and they seem to slide better."

They also appreciate the header's flotation, which performs quite well considering the size of the header. MacDon's use of coil leaf springs on the CA20 Combine Adapter helps make the header significantly more responsive to ground variations than conventional auger heads with hydraulic flotation.

"I tell people that it's like a rag doll almost; when you pick it up its got springs that make it bounce when you let it down it's just floating along there. We're pretty happy with that."

All in all, Bigham says that they're very pleased with their move to MacDon

FlexDrapers (they'll likely trade in their 40 footers for 45s in the future), and it's been a move that hasn't gone unnoticed in their area. Like with most large farms, other farmers look to see what is working for them and often follow their lead.

"As far as how the FD70 compares with the competition, I haven't seen a lot of competition on the market. We were one of the first in the area to buy them, and now there have been a number of others who have bought them since. One dealer even said that a customer of his told him that if they were good enough for the Bigham's, then they were good enough for him."

"WE HEARD THAT THERE WOULD BE LESS LOSS AT THE HEAD, AND THAT'S EXACTLY WHAT WE'VE EXPERIENCED."

*Greg Bigham and his brother Roy Allen farm 11,000 acres of corn, soybeans and wheat.*



## WINNING MACDON WINDROWER

Ross Dickins has spent the past decade refining the art of windrowing canola. What started as a contract job, windrowing the odd crop in the Riverina, has now become a serious business that's seen Ross, his wife Prue and four children up sticks from Berrigan in NSW and move to Willaura in western Victoria.

"I had been contract windrowing in the Western District for about 10 years and last year I was offered full-time employment on a property at Willaura," Ross said. "We moved in April but still do the contract windrowing, both in Victoria and the Riverina."

Ross uses a MacDon M150 self-propelled windrower for the canola work. He also windrows some cereals for dairy customers and has cut oats and straw for the export market. According to Ross, the MacDon does an excellent job. The M150 is Ross's fifth MacDon and he said it now came standard with many features that had previously been optional extras.

"The past two years have seen a massive change in the design of the MacDons," Ross said. "The current models are bi-directional, with an operator console that rotates within the cabin. They are hydrostatic drive and the controls are pretty much all electronics over hydraulics, which allows excellent and precise adjustment of the machine to suit the crop. They are very quiet and comfortable to work in as well."

Ross bought the self-propelled windrower through Western Plains Motors, Rokewood, owned by Anton Parrot. Ross said Anton did



# A SELF-PROPELLED WINDROWER IS PROVING A WINNER IN THE RIVERINA AND WESTERN VICTORIA, AUSTRALIA.

By MARK SAUNDERS, reprinted courtesy of The Weekly Times, [weeklytimes.com.au](http://weeklytimes.com.au), October 14, 2009



*M150 Windrower  
with D60 Header*

a good job of servicing and supporting the windrower and was very knowledgeable about the intricacies of the MacDon.

"The M150 is the second MacDon I have bought through Anton," Ross said. "In fact, another Berrigan contractor, Frank Brooks, and I both bought an M150 through Anton at the same time last year."

"As a group we help each other out and it really increases our output," Ross said. "We share parts and labour and it provides much better reliability for the customer."

Each MacDon can use a variety of cutting fronts and Ross has a 10 m wide draper belt MacDon D60. The Draper belts act like two large conveyors that feed the crop evenly into

Ross said. "It's virtually the same as driving a modern, high-capacity harvester."

But a harvester cannot drive in both directions like the MacDon can. In "reverse", when the driver is looking over the bonnet of the windrower, the top speed is 38 km/h, which is suitable for road travel. In the forward-facing or work position, where the driver is looking over the reel, the top speed is 24 km/h.

Frank Brooks' MacDon uses a 6 m front. It is used for cutting cereals for hay and he has fitted an optional side-delivery conveyor, so the windrow can be thrown out to one side. That means two windrows can be placed into one to make a densely packed, well-formed windrow. Ross said making the windrow neat and firm was extremely important as the crop was typically left in the windrow to dry for up to two weeks.



*Frank Brooks and  
his children Joseph  
and Isabella*

## "THEY ARE VERY QUIET AND COMFORTABLE TO WORK IN."

Ross said Frank was one of a small group of windrowing contractors from the Riverina which he worked with each year to ensure crops were cut and windrowed efficiently.

the centre of the front, before the crop runs through a conditioner and is fed out toward the rear of the machine in a windrow. The optional conditioner can be used to help dry hay quicker.

"When it's left on the ground for that long, the windrow has to be well made so it's not susceptible to the elements," Ross said. "And the MacDon certainly does a good job of that. That's where the ability to fine tune the machine through the joystick comes into its own."



*Len Ferré's many hats – in addition to his farming responsibilities, Len is a full time Engineer for MacDon, where he worked on the design of MacDon hay products before becoming the company's Team Leader of Production. Len says that MacDon equipment has done all of the cutting on their farm for the last 30 years. For windrowing they currently run a MacDon built 9352 with 972 draper header, while on their Case 9120 combine they run with a new MacDon D60 draper header with CA20 combine adapter.*

**LEN FERRÉ:  
TEAM LEADER**

**LEN FERRÉ:  
FARMER**



# ENGINEER BY DAY, FARMER BY NIGHT.

## LEN FERRÉ'S FARM BENEFITS FROM HIS MACDON CONNECTIONS.

**W**hen most farmers set out to buy new equipment, they typically talk to their dealers, friends and neighbours, or do research on the Internet. Few, however, have the additional benefit that Len Ferré has – the opportunity to speak directly with the designers of the equipment itself.

He can do this thanks to his job; as MacDon's Product Engineering Manager for Current Products he has the opportunity to meet with MacDon's Product Engineers and Managers everyday. This allows him to ask them questions about both MacDon's and competitors' equipment.

He also has an excellent understanding of the design process as he was also the Team Leader for the design of MacDon's A Series hay products. As you might guess, this relationship with MacDon's design teams has proven to be an important advantage. Len and his twin brother Lionel (who's background is computer technology), operate a farm together near St. Francois Xavier, Manitoba, a short drive west of Winnipeg where MacDon's primary manufacturing facility is located.

*Continued*

**LEN FERRÉ:  
PRODUCT ENGINEER**





*As MacDon's Team Leader of Production, Len Ferré ensures that things go smoothly on MacDon's production lines.*

"When my brother and I are making equipment choices, I am able to bring to the table all of the knowledge that I have from my work here at MacDon," said Len. "It's a benefit not just knowing the product and how it compares to the competition, but also having a chance to hear the stories of many producers and custom cutters who have tested and used the MacDon product. Hearing their positive reports about how the equipment has performed for them – well that just gives you more confidence in your purchase decision."

The Ferré brothers farm a total of 1,600 acres of wheat, oats, flax and canola on land that they have worked since 1976, the same year Len started working with MacDon. Both brothers maintain full time jobs (Lionel is an Information Technology Specialist with Manitoba Hydro) that keep them away from the farm for a good portion of the week. As such, most work is relegated to evenings, weekends and even vacations.

When it comes to buying equipment, Len says that he and his brother go through the exact same thought processes other farmers do when deciding on new equipment, and consider such factors as price, reliability, maintenance, productivity and resale value.

Of these, he says that reliability and maintenance are paramount given that both he and his brother have full time jobs and typically don't have the same amount of time to put into their equipment that other farmers might have.

"Our MacDon 9352 windrower has been one of the most reliable pieces of equipment that we have owned, and it is performance like that that keeps us coming back to MacDon. While

there is no expectation for us to run MacDon equipment from the Company, and we always make our decision based on what is the best fit for our operation, it just so happens that the best fit for us has always been MacDon for the last 30 years."

His brother Lionel concurs. "Reliability has never been an issue with our MacDon equipment. To be honest we've never had any issue with any of our MacDon equipment and the various models have all been very reliable."

Lionel agrees that it has been an advantage for their farm to have someone on the inside at MacDon.

"It is a great benefit to have someone who has direct contact with the design team who can talk to them regarding questions we might have and then bring that information back," said Lionel. "From my perspective I've always been able to go along with what Len would recommend because I know he knows the products well, and how reliable they are."

But the benefits of having Len working for MacDon go both ways, and MacDon has also benefited from having an Engineer in its employ who also works a successful farm. As with other MacDon employees who also run farms, Len is sometimes able to provide MacDon with design



*Twin brothers Len and Lionel Ferré have been able to successfully farm 1,600 acres for more than 30 years, despite both also holding full time jobs. "It's a good partnership and we kind of divvy up the work," says Len.*



ideas and product feedback that can be very valuable to MacDon design Engineers.

"As an Engineer you can test, test and test, but some things only show up over prolonged use," says Len. "Sitting in the machine for 12 hours gives you a chance to notice things that our design people might not normally notice. For example you might notice the importance of leg room and the ability to stretch your legs out."

Len also says that when you regularly service and work equipment you appreciate the farmer's perspective on things like oil and filter changes or mistakes a farmer might make with new equipment.

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**"HAVING WORKED  
ON A FARM I THINK  
I UNDERSTAND  
BETTER HOW A  
FARMER THINKS."**

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"It's like putting on a different hat when viewing it from the farmer's perspective.

An Engineer without farm experience might not appreciate the assumptions a farmer might make when using a new piece of equipment – assumptions that can result in damage to the unit or less than optimum performance. But having worked on a farm I think I understand better how a farmer thinks and how to design equipment so that it is easier for a farmer to learn and use."

Len says that it is insights and feedback from farmer-employees like him that have helped MacDon's product designers to design more intuitive, more reliable, easier to service and lower maintenance equipment – equipment that some of the employees themselves know that they will likely end up using.

"It's very interesting to be able to work on the design of a product and then go out on the weekend and drive the equipment that you have worked on. I get a lot of personal satisfaction from that."



## A SHOW YOU CAN'T MISS.

AG CONNECT EXPO 2010 WILL FEATURE LATEST,  
BEST IN GLOBAL AG INDUSTRY.

**F**ew need their arms twisted to make a trip to Florida in January. But this winter there is added incentive to visit the Sunshine State, as Orlando's Orange County Convention Center will play host to AG CONNECT Expo 2010, January 13-15. If you are involved in the agricultural industry – be it a producer, a dealer, a manufacturer or a supplier – this is the one show you should not miss in 2010. Like climbing the main mast on a sailing ship to improve your vision of the seas ahead, AG CONNECT Expo 2010 will provide you with your best view of the latest industry innovations, products, services and technologies. You may also receive glimpses of what lays just over the horizon.

Expected to attract many thousands of industry professionals in its first year, AG CONNECT is designed to become the premier agricultural show for North and South America. It will feature approximately 700 equipment, crop protection, seed, fertilizer and allied industry exhibitors. Most, if not all, of the major players will be present including MacDon.

Charlie O'Brien, AEM Vice President Agricultural Services, says that in addition to having access to the exhibitors, participants will also have access to information on some of agriculture's most important business management issues. Internationally recognized speakers will address topics such as high-tech farming, safe equipment operation, alternative fuels, alternative energy sources, general management issues for efficiency and issues pertinent to family-run businesses.

"Research reveals that producers and other industry professionals really want more substantive discussions with industry leaders and to learn more about how agriculture around the world will affect their businesses," said Charlie O'Brien. "This is exactly what Ag Connect is designed to do."

Readers of Performance Magazine are encouraged to attend this important event. For more information, please visit [agconnect.com](http://agconnect.com).



# THE REINVENTION OF SPEED.

TO LEAD THE PACK, MACDON BROKE FROM THE PACK.



*All of a sudden, speed is everything. Now farmers don't just need speed in the field, but between their fields as well. With farm sizes increasing, the distances between home and the field are greater, and time spent on the highway is wasted productivity.*

**T**wenty-three miles per hour (37 km/h) with header attached – no other windrowers in their class can claim such speed on the highway and still provide confident steering control of the unit. But the time saving transportation advantages of MacDon's M150 and M200 Windrowers don't stop there. They are also the only windrowers on the road that can self-tow their own headers when needed, using either MacDon's self-contained transport package or a specially designed trailer (also at speeds up to 23 MPH). That's right – no need for a second person with a truck or tractor when moving a header between fields. Together, these two features make MacDon M Series Dual Direction™ windrowers the fastest, most efficient, on the market when getting to and from the field, or between fields.

"With farms getting larger, we saw years ago that highway speed would be very important when we set out to design our next generation of windrowers," said Richard Kirkby, a Product Manager for MacDon. "The need for more speed is not just about productivity and convenience, it also has a lot to do with quality of life. Larger farms translate into more responsibilities for the average farmer. Getting to and from the field ultimately means more quality time with the family."

According to Kirkby, when designing MacDon's new windrowers the Company's Engineers realized that a dramatic leap forward in speed would require a complete rethinking of conventional windrower design. This is because conventional windrowers trade maneuverability





in the field for speed and control on the highway. When driving a conventional windrower on the highway it's like trying to drive a car backwards at high speed – the windrower's traction drive steering makes things a bit twitchy at speeds higher than 14 or 15 MPH (22.5 or 24 km/h).

the front the back by rotating the operator's station 180 degrees and drive on the highway with the engine forward (MacDon's patented Dual Direction™ technology). This move instantly changes the relationship between the castering wheels (which are now in front) and the machine's center of gravity, giving the

"The advantage of the Dual Direction™ approach is instantly felt the first time you test drive an M Series Dual Direction™ windrower at top speed," said Kirkby. "There's none of the weaving from side to side or tendency to jump off line when you hit a bump in the road. Rather, the windrower wants to follow a straight path forward. It's much less stressful for the operator."

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## "GETTING TO AND FROM THE FIELD ULTIMATELY MEANS MORE QUALITY TIME WITH THE FAMILY."

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MacDon's approach to steering machines at higher speeds is completely different, and required a complete turn-around in thinking – literally. The solution was to make

windrower handling characteristics much closer to a car or tractor. As a result, operators find it much easier to control the windrower at high speeds.

When designing the M Series windrower, MacDon Engineers also anticipated the recent trend to wider headers due to the need to put more material in each windrow to meet the need of today's larger combines and forage harvesters.

**Continued**



Now it is not uncommon to see windrowers mounting 35 foot (10.7 m) – even 40 foot (12.2 m) – draper headers up front. Wide headers may be great in the field, but they are a challenge on the highway and when moving the windrowers over bridges, through gates or through narrow passages. Up to now the only option has been to detach the header and tow it behind a truck or tractor separately.

MacDon engineers gave M Series operators two options for transporting the header. The first option is to self-tow using a self-contained slow speed transportation package. This package, which can be used with all M Series windrowers, allows operators to detach the header, convert it to transport mode and hitch or unhitch the header in less than ten minutes. The self-contained slow speed transportation package can also be used to tow a MacDon draper header behind a combine or another power source, such as a pickup or tractor at slow speed (use of weight box required when towing with a self-propelled windrower). The transporter package can also direct tow on lift arms of a self-propelled windrower at normal legal highway speeds. The second option is to self-tow the header behind the windrower using a stand-alone transporter.

This transporter is available in different versions for different headers, and can be used for M150 and M200 units only. For more information on these transport options, please consult your MacDon dealer for the best solution for your operation.

“It was a design objective from the outset to tow the draper behind the swather, as we knew what a huge advantage it would be to allow the operator to complete the transport by themselves without assistance of another person and vehicle. I think that farmers will love the time that this will save them, and the flexibility it will add to their operations.”

Important: Before towing, please consult with local traffic regulations to ensure compliance.

## HOW TO TOW A HEADER



*Deploy left hand stabilizer/transport wheels*



*Deploy right hand stabilizer/transport wheels*



*Insert hitch, remove windrower*

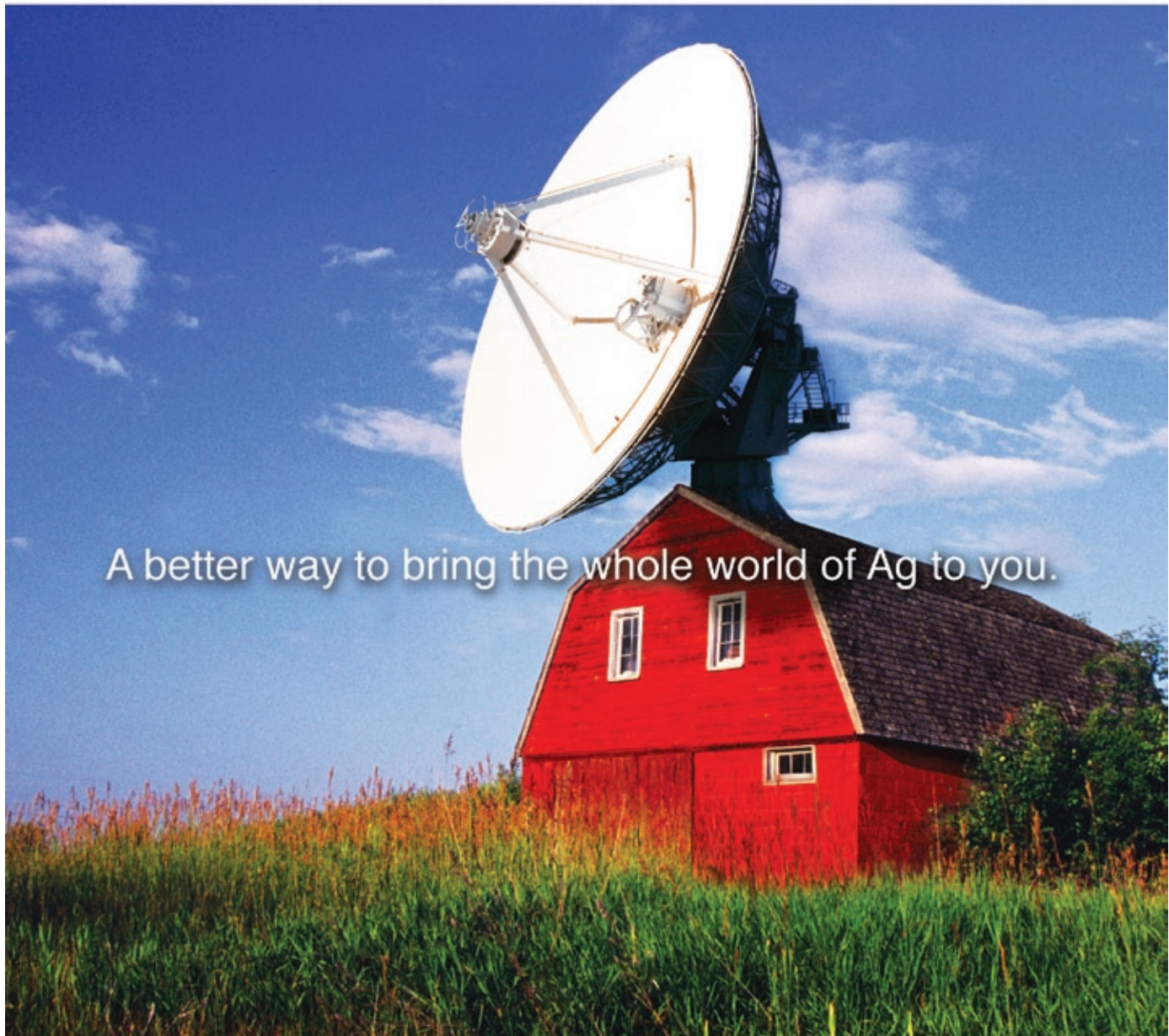


*Attach weight box*



*Attach hitch to weight box, rotate operator station from field to highway mode*





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BRAD SCHNOOR, Chowchilla, CA – Owns four M150 Windrowers with A40-D Auger Headers

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