

# New Holland Combine Is Design Breakthrough

A new twin rotor combine — featuring a major design breakthrough in threshing technique that reduces crop damage and losses while improving harvesting speed and capacity — has been announced by Sperry New Holland.

The twin rotor combine, the Model TR-70, is in limited production as an addition to the Sperry New Holland combine product line for the current harvesting season, with expanded production scheduled for 1976.

The twin rotor concept is a major breakthrough in combine design, according to Donald A. Donovan, product manager.

Extensive testing on the TR-70 in a variety of crops has shown that the twin rotor concept offers improvements in the quality of grain delivered to the grain tank, speed in harvesting and total harvesting capacity, Donovan says.

In addition, it is more

compact with improved field maneuverability and turning capabilities.

The internal crop separation mechanism of the TR-70 is totally different.

It does not contain the customary cylinder, concave and straw walkers. Instead the TR-70 has twin 17-inch diameter threshing and separating rotors in side-by-side relationship. These 88-inch-long rotors extend lengthwise through the combine.

The twin rotors, spinning in opposite directions, move the crop in a spiraling motion against the threshing grates around the front end of the rotor tubes.

This Turbo-Thresh action on the crop offers two important advantages, Donovan said.

First, the crop is threshed by a flailing action and separated by centrifugal force, resulting in considerably less damaged grain.

Second, because the crop is moved rearward in a spiral motion, the crop passes the threshing grates several times instead of just once, as in the case with the usual cylinder and concave.

In addition, any unthreshed grain is augered to the front of the twin rotor tubes for a second pass through the machine.

The "TR-70" is powered by either a Ford 361 C.I.D. gas or a 636 C.I.D. Caterpillar diesel engine. An 80-gallon fuel tank is standard equipment.

The operator's platform is centrally located to provide good control of the combine and visibility of the crop and header. The cab has no corner posts to interfere with operator visibility. The pressurized cab is standard equipment and offers added operator comfort. A heater and air conditioner are available as optional equipment, as well as an AM-FM radio and console-mounted ash tray and lighter.

Also available is a factory-installed option that continuously monitors many functions of the TR-70.

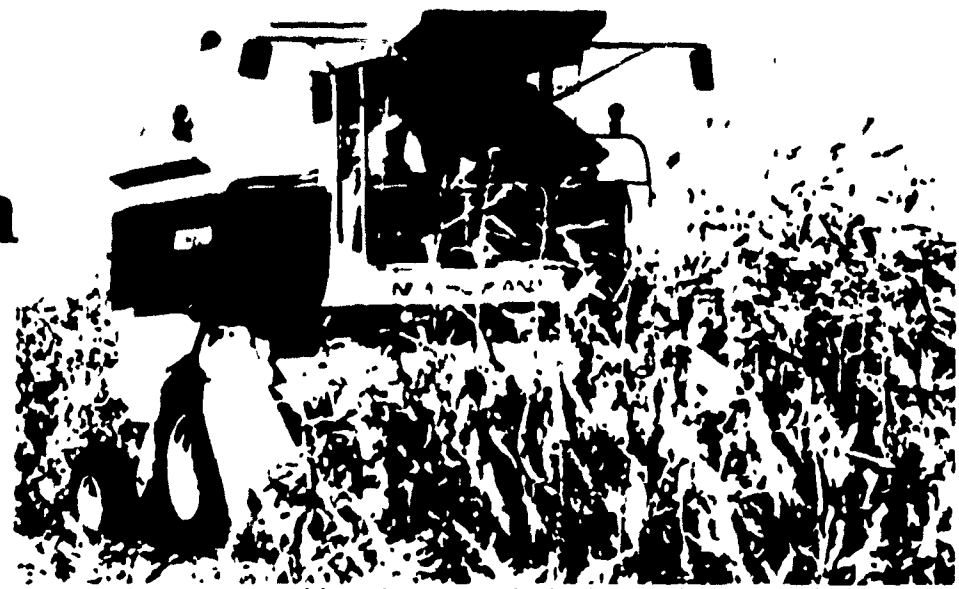
This monitoring system immediately alerts the operator that an operational problem is developing and minimizes possible damage and downtime that might result if the problem is left unchecked.

When all monitored functions are operating properly, the system's "normal" indicator will glow green. In the event of a malfunction of any monitored area, a warning light will flash. Simultaneously, an audible alarm will sound.

For operators who use the combine in varied crops — soybeans, grain and corn — a quick-attach system on the TR-70 makes changing headers fast and easy.

The TR-70 can be equipped with 11, 13, 15, 17, 19 and 22-foot direct-cut headers; 11 and 13-foot windrow pickup headers and 4 and 6-row corn headers.

Grain tank capacity is 145 bushels. With an optional 45-bushel extension kit, the capacity is increased to 190 bushels.



New Holland's newest combine, the TR-70, represents an important design breakthrough, according to company officials. The twin rotor

principal which is used in threshing is said to improve crop damage and losses while improving harvesting speed and capacity.

With the twin rotor concept and design, the TR-70 has a lower and more compact profile than conventional combines with the comparable grain tank capacity.

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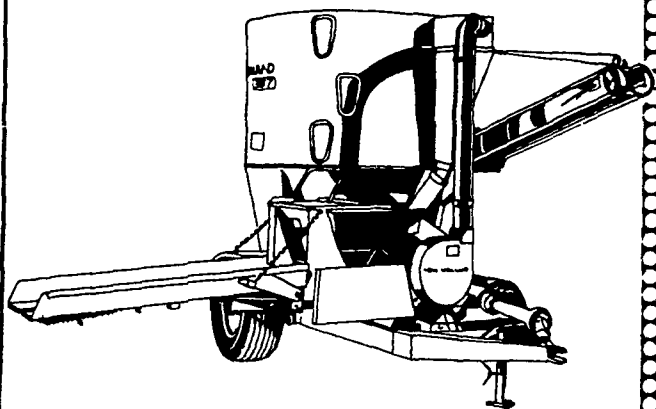
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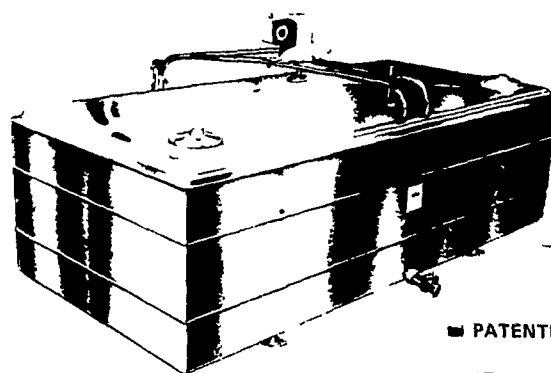
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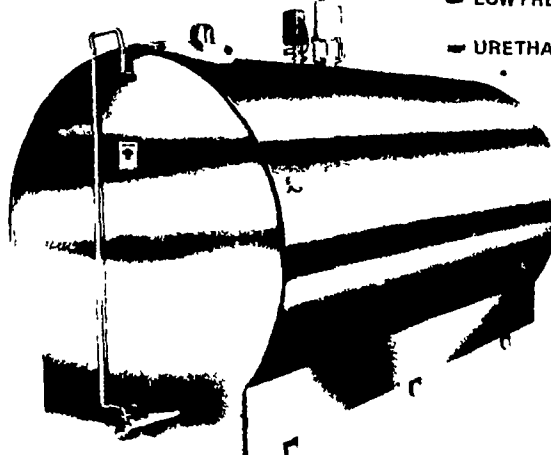
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