



Energy Edicts

By James W. Garthe

Penn State Ext. ag engineer

Because Pennsylvania farmers use a large amount of fuel, proper handling is a necessity, says James W. Garthe, Penn State Extension agricultural engineer. Proper handling techniques can help you get the most out of your fuel dollar.

Contamination, leaks and evaporation are all major causes of fuel loss on the farm. The best policy is to get good fuel, put it in a clean tank and keep it free from contamination. Frequent inspections for leaks and a few safeguards against gasoline evaporation are also good ideas.

All containers and tanks should be properly labeled to avoid mixing fuels and causing contamination. Storage tanks should be tilted with a drain on the low side and the delivery hose on the high side. The tilt allows rust, sediment, water and other contaminants to be drained out of the lower part of the tank. For extra protection, the delivery hose can be equipped with a fuel filter.

To prevent water contamination, condensation should be kept to a minimum. To do this, keep your tanks as full as possible. A full tank leaves little space for water to condense. Checking the fuel filters of a diesel tractor, or the sediment bowl of a gasoline tractor,

prevents water from rusting precision fuel system components. Water in a diesel engine is trouble, and can cause costly breakdown of the sophisticated fuel injection system.

Regular inspections of storage tanks, the surrounding ground, all hoses and connections will help spot a leak. Drops of fuel on the tank or connections are fairly easy to see. Wet spots or stains on the ground could be the first signs of a leak.

While evaporation isn't much of a problem with diesel fuel, it can contribute to sizable losses of gasoline. To minimize evaporation losses, in above ground tanks, paint storage tanks white and shade them. White or other light colors keep cool by reflecting much of the sun's rays. Finally, a pressure-vacuum relief valve will reduce evaporation and condensation caused by temperature variations. These inexpensive valves are available in farm supply stores and catalogs, or from fuel suppliers. They reduce evaporation losses by keeping the fuel under slight pressure when the fuel is warmed by the weather. As the fuel cools, a slight vacuum helps prevent air from entering the tank.

LOS ANGELES, Cal. — Kubota Tractor Corporation has announced the addition of the B8200 HST to its unique line of compact tractors.

Offering more powerful hydraulics in a compact frame, the new B8200 HST has been redesigned with hydrostatic transmission for a variety of tasks including loading, mowing, digging, and hauling.

Its 3-cylinder water-cooled diesel engine is conservatively rated at 19 H.P. at 2600 RPM from 927 cc's. The smoother, quieter low-vibration engine makes this tractor especially suitable for growers and ranchers.

The clean-lined B8200 HST, available in 2 or 4 wheel drive, features a totally enclosed engine compartment, wide hand rails on rear fenders, deluxe padded seat, and extra wide foot rests for operator stability and convenience.

The three speed ranges for forward and reverse may be quickly selected by an easy-to-use auxiliary speed lever. Changes from forward to reverse, or from creeper speed through top speed can be controlled fast and simply with the shuttle foot pedal.

Exceptional lugging power provides the B8200 HST with the ability to pull a 12-inch plow in normal soil conditions. The tractor can operate at faster speeds with a higher two-speed PTO, allowing implement versatility such as tilling and spraying.

The rear axle design is stronger to handle more demanding applications. The front axle of the 4-wheel drive B8200 HST incorporates a standard bevel gear system design comparable to

Kubota lists new tractor



Offering more powerful hydraulics in a compact frame, the new 3-cylinder, water-cooled B8200 HST from Kubota has been redesigned with hydrostatic transmission for a variety of tasks including loading, mowing digging and hauling.

Kubota's larger L and M series. This provides the tight turning radius of many 2-wheel drive tractors, as well as a smooth, full-power transfer to the wheels at all steering angles. The wheel base of the B8200 HST is 60.4", tread width is 35.4" in the front, and 41.3" in the rear. Farm and turf tires are available, and a Category I three-point hitch is standard.

The hydraulic pump puts out 6.5

gpm on both the 2 and 4 wheel drive models. The hydraulic block incorporates a three directional flow front mounted implements; rear mounted implements; and optional power steering. Hydraulic power is also directed to the control valve which contains two spools. One feeds the 3-point hitch circuit, and the other provides flow to an optional remote outlet.



Guy Braxton

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