Truck-Mounted Big Bale Hauler

"We wanted something that would eliminate the need for a tractor and loader yet still get bales off the field quick," says Mike Geile, Wheatland, Wyo., about his new big square bale mover that mounts on a 1981 Ford 8000 2-ton single axle truck.

He bought the truck equipped with a 22-ft. long van body. He removed the body and used steel plate to build his own bed.

The rig will load and unload eight 4 by 4 by 8-ft. bales weighing up to 2,000 lbs. apiece. It's equipped with 13 hydraulic cylinders that are operated by six toggle switches mounted on a console inside the cab. Power is provided by a hydraulic pump belt-driven off the engine crankshaft.

The loading arms are fitted with 3-ft. sq. clamps made out of channel iron and angle iron. They lift the bale onto a two-bale table on top of the cab. As the second bale is brought up it pushes the first bale back against a pair of forks. The operator then hits a switch that causes the table to rotate 90 degrees and set the bales down onto the flatbed. A pair of forks that mount behind the cab are then used to slide the bales backward far enough to make room for the next set of bales, and the forks return to their original position.

The process is repeated until the bed is full and the first two bales are setting against a pair of 8-ft. long forks at the rear of the bed. The operator hits a switch to tilt the bed 90 degrees, then hits another switch to lower the forks about 12 in. onto the ground. Then he drives away, leaving the eight bales stacked four high and two deep.

Loading arms lift bale onto two-bale table on top of cab. Table rotates 90 degrees to set bales down onto flatbed.

"I came up with the idea but my father Charles designed and built it," says Mike. "It saves a lot of labor and money because commercial self-loading units sell for up to $160,000. We didn't have to do any cutting on the truck frame at all. We're considering going into commercial production and are willing to sell this unit for $30,000 to $35,000, not including the truck. The bed could be made to fit any truck with a long enough wheel base. We were able to buy the single axle truck for only $4,250. However, a tandem axle truck would probably work better to support the 8-ton load," says Geile, noting that the rear forks can also be used to load eight bales at a time.

Contact: FARM SHOW Followup, Mike Geile, 133 Preuit Rd., Wheatland, Wyo. 82201 (ph 307 322-3649 after 5 p.m.).

Rogers can haul bales on back and front of his 1978 2 1/2-ton Chevy 5th wheel truck and load them onto his 24-ft. 5th wheel trailer.

5th Wheel Truck Makes Handy Bale Hauler

"One man can load and haul 100 5 by 5-ft. round bales a day with this truck and trailer," says Marvin Rogers about the bale-hauling truck and trailer combo he put together to haul bales on a custom basis for some 130 farmers in his area.

The Tahlequah, Okla., mechanic started with a 1978 2 1/2-ton Chevy C-60 5th wheel truck. He overhauled the truck's 366 cu. in. engine, replaced its 4-speed transmission with a 5-speed Clark transmission, and replaced its single speed rear end with a two-speed rear end.

Rogers beefed up the front end by adding three leaf springs to each of the front springs.

He replaced the truck's bench seat with bucket seats to accommodate the hydraulic controls he installed to operate the rear bale fork and front fork lift he added to the truck.

The rear fork consists of a 28-in. length of 4-in. dia. steel pipe welded to a 32-in. length of 5-in. dia. steel pipe mounted crossways in the truck frame. A hydraulic cylinder mounts underneath the 5th wheel to swivel the 5-in. pipe to raise and lower the bale fork.

Rogers mounted a 102-in. mast and hydraulic controls off a Datsun 4,000-lb. forklift on front of the semi. When in transport, the forklift swivels down out of sight, parallel to the ground.

He also equipped the truck with a Weigh-All scale (P.O. Box 1658, Fort Gibson, Okla. 74434; ph 918 478-4290) that lets him weigh each bale handled.

"You can carry a bale on back and a bale on front on flat ground in third gear at 15 to 20 mph," notes Rogers.

Rogers loads bales onto his shop-built 24-ft. 5th wheel trailer. It's equipped with tandem 9,000-lb. Dexter axles and electric brakes. He built a 9-ft. high by 22-ft. long center rack for the trailer out of 1 1/2-in. tubing. It allows Rogers to strap the 18 bales (nine per side) down with eight 10,000-lb. semi truck ratchet straps.

Fully loaded, the tractor/trailer hauls bales at speeds of up to 55 mph on roads and highways, he says.

Rogers says he'd consider custom-building such haulers if there's interest.

Contact: FARM SHOW Followup, Marvin R. Rogers, Rt. 5, Box 23, Tahlequah, Okla. 74464 (ph 918 456-5138).

"Haying Mantis" mounts on any cab-over semi-truck and automatically brings bales up and over the cab. Flatbed lifts up 90 degrees to stack bales on ground.

"Up And Over" Big Bale Hauler

"Our new heavy-duty semi-mounted big bale hauler lets you get bales off the field quick and keeps the bales centered at all times to make a nice, uniform stack. It also works great for retrieving a full load of bales," says Stephanie Browner of Justice Enterprises, about the company's fully automatic big new bale mover that mounts on any cab-over semi-truck.

The "Haying Mantis" bale transport can haul eight 4 by 4 by 8-ft. bales, twelve 3 by 4 by 8-ft. bales, or eighteen 3 by 3 by 8-ft. big square bales. The hydraulic-powered unit uses an up-front pair of loading arms equipped with self-centering clamps. The clamps ride on a pair of roller chains attached to an arched steel frame that extends up and over the cab. Once a bale is placed on the bed, the clamps release and automatically return forward for another bale. The cycle is repeated until a row of bales is stacked to its maximum height. Then a hydraulic push-back sends the bales back toward the rear of the bed. Once a full load of bales are in place on the truck, the flatbed lifts up 90 degrees to stack bales on the ground.

"The self-centering clamps allow you to approach the bale from any angle and stay centered throughout the loading and stacking process, which virtually eliminates stress on the bed and truck frame," says Stephanie. "The clamps can handle any size bale. The steel frame extends high over the cab so the clamps have enough room to stack the top bale. A pair of rear-mounted squeeze arms at the back of the truck are used during stacking and also provide added stability during transport. Optional squeeze arms can be mounted on the bed in front of the tandem axles.

"Bales can be stacked on their edges instead of on their string sides which keeps the stack more stable. No bale accumulator or turner is needed on the baler. It works fast - you can stack an average of 75 4 by 4 by 8-ft. bales per hour. The entire unit can be removed allowing the semi to be used for other purposes."

Sells for $49,978.

Contact: FARM SHOW Followup, Justice Enterprises, Inc., Box 4, Atwood, Colo. 80722 (ph 970 521-9567 or 522-2851).

"Sidearm" Bale Hauler Picks Up From Side

You don't have to wait for the baler to finish before you start loading bales with this new "sidearm" truck-mounted bale hauling system that picks them up from the side.

"You can run right behind the baler because you pick up bales from the same direction they come out of the baler," notes Greg Cook of Circle "C" Equipment, Hermiston, Ore. "Plus, you don't run across as many pivot tracks in irrigated fields."

The American Eagle loader-stacker system is designed to install on most any truck you choose and includes an additional torsion bar suspension to support loading bales from the side. It handles eight 4 by 4 by 8-ft., ten 4 by 3 by 8-ft. or fifteen 3 by 3 by 8-ft. bales.

The heart of the system is a robotic pickup arm built of 8-in. sq. tubing. It has a moving bale clamp fitted with an outer row of 15-in. long forks and an inner row of 8-in. long forks that hook into the top of the bale as the truck drives alongside. Once snared, the arm raises the bale up 8 ft. and rotates it 1/4 turn. Then it lowers the bale onto the truck bed, which is built from 2 by 10-in. rails.

When bales are stacked two high (three in the case of 3 by 3 by 8-ft. bales), a sweep bar in front pushes them back 6 ft. on the bed. The process is repeated until the bed is loaded. To stack bales, the bed tilts up 90° and a push bar pushes bales off the rear forks and tightly against the stack.

"You can load bales at up to 5 mph and transport them as fast as the truck will go or as fast as field or road conditions permit," says Cook. "It picks up and stacks 60 to 90 tons of hay per hour."

Loader-stacker system uses a robotic pickup arm to load bales from either side (above). Bed tilts up 90 degrees to stack bales.

The system is powered by a 6 cu. in. Vickers hydraulic pump.

Sells for $55,000 to $60,000, excluding truck. Options include a front-end attachment, retrieval add-on and slip tank. Installation takes about two weeks.

Contact: Circle "C" Equipment LLC, Rt. 1, Box 1961, Hermiston, Ore. 97838 (ph 541 567-2992).