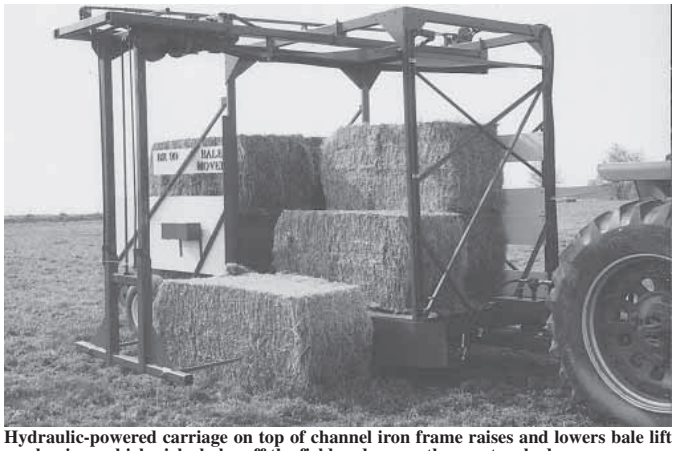

Hydraulic-powered carriage on top of channel iron frame raises and lowers bale lift mechanism, which picks bales off the field and moves them onto a bed.

Big Bale Retriever Works Fast On Older Tractor

Wisconsin dairyman and custom baler Ray Breuer spent the last few years working on a faster way to move big square bales that doesn't tear up hay ground.

"I wanted to be able to run with the lay of the field, not crossing it to pick up bales," says Breuer.

His patent pending bale mover has a channel iron frame with walking beam axles on either side. On his prototype, the floor consists of 2 by 12-ft. boards with a web of chains powered by a hydraulic motor. A hydraulic-powered carriage on top raises and lowers a bale lift mechanism to pick bales off the field and move them onto the bed. The 6-ft. wide by 17-ft. long bed holds eight bales and the bale lift holds a ninth bale during transport.

Breuer wanted a bale mover that could be easily used on older tractors with only two hydraulic valves and limited flow. With hydraulics powering the bale pickup carriage, he uses the pto to power a pump to run the motor on the bed chain.

"I can use the hydraulics lever to pick up the bales and set them on the bed and then start the PTO when I want to move the bales back to make room for more," explains Breuer.

Picking up a bale is as simple as driving alongside. A short "stop" arm sticks out from the side of the bed to catch and guide the bale as it is being picked up. It ensures the bale is centered on the lift mechanism spears.

As Breuer approaches the bale, he runs the carriage out to the end of the overhead structure. The bale lift is then lowered into place. When the bale is in position against the stop bar, the carriage is retracted, forcing the bale spears into the bale. At that point, the bale is lifted up and into position on the bed.

The entire process is controlled by a roller chain that loops from a reel down the length of the overhead track and then down to the lift mechanism and back. When Breuer engages the hydraulic-powered reel, it moves the carriage out and away and lowers the lift into place for the next bale. When the hydraulics are re-engaged, the process is reversed and the bale is loaded into place. When the first four bales are stacked, the pto is engaged to move them to the rear.

Unloading is even easier. Breuer drives the mover to the storage area, engages the pto and drives ahead as the bales are pushed off the open back end.

"When I do shorter 5 1/2-ft. bales, I can carry 13 of them," explains Breuer. "I can even load three large round bales. When loading the shorter bales, I flip over a section of tubing hinged to the stop bar. This centers the shorter bale on the spears for even loading."

The overhead structure is fabricated from steel tubing with angle iron for track. The entire track and support rails are 15 ft. 4 in. long (the width of the bed, plus enough length to extend the carriage with its bale lift and spears beyond the width of the big bale waiting to be picked up). Breuer designed the track to fold back at the 11-ft. point for easier road transit and maneuvering around buildings and other equipment.

While his prototype works well with no wear on the drive chain or other components, Breuer is already at work on a second-generation machine. He will extend the 8-ft. 1-in. bale opening on the side by 5 in. to allow for slightly longer bales. He is considering extending the bed to allow for picking up and moving 13 large square bales at a time. As he builds it, he will be carefully tracking time and materials.

"I am guessing a unit like this first one would be priced between $26,000 and $28,000," says Breuer. "I am in the process of building a few just to get the word out, but I am not interested in building and marketing them."

He has a videotape and pictures available for people interested in purchasing a unit or in fabricating and marketing.

Contact: FARM SHOW Followup, Raymond Breuer, P.O. Box 215, Patch Grove, Wis. 53817 (ph 608 994-2922; cell 608 604-7225).

"Stop" arm sticks out from side of bed to catch and guide bale as it's being picked up.

Self-contained "feeder box" uses an electric motor to chain-drive an auger that delivers feed from a side-unloading spout.

Automatic "Feeder Box" For ATV's

Anyone with livestock will be interested in these new feeder boxes that are designed to mount on either ATV's or utility vehicles. The self-contained units operate off their own battery and use an electric motor to chain-drive an auger that delivers feed from a side-unloading spout.

"It works great for anyone who wants to feed calves or other livestock on pasture or in feedlots," says Mike Elsworth, Absolute Welding and Metal Fabrication, Erie, Kansas.

The company offers three models - one for ATV's and the other two for utility vehicles. All have aluminum boxes with a hinged lid.

The unit designed for 4-wheelers will hold 180 lbs. and has a 3-in. dia. auger with greaseable bearings at both ends. The box straps onto the ATV's rear rack.

The other two models hold 400 or 850 lbs. of feed and have a 4-in. dia. auger. The feeder box simply sets inside the utility vehicle's box.

The ATV model has a push button built onto the feeder box, allowing you to reach back with your elbow and push a button to operate the auger. The utility vehicle models come with a 12-ft. cord and a toggle switch remote control, allowing you to operate the auger from the vehicle's seat. The cord's male plug fits into a female plug mounted on the box.

Both utility vehicle models come with a pair of interchangeable shields that mount above the auger - one for cubes and one for grains - to control the flow of feed into the auger.

The ATV model sells for $650 plus S&H.

The 400-lb. capacity utility vehicle model sells for $850 plus S&H; the 850-lb. capacity model sells for $1,000 plus S&H.

Contact: FARM SHOW Followup, Mike Elsworth, Absolute Welding and Metal Fabrication, 7905 Pratt Road, Erie, Kansas 66733 (ph 620 244-5744 or 620 432-4563 or 620 763-2096).

It may look like a pickup with its 7-ft. bed, but the new International MXT by Navistar has a towing capacity of 7 3/4 tons.

International Introduces Classic "Supersized" Pickup

When your truck dealer asks if you want to supersize your next pickup, watch out! He may be talking about the new International MXT by Navistar. Introduced to celebrate the company's 100th anniversary, it is really, really big. It may look like a pickup with its 7-ft. bed, but it has a 2-ton payload capacity and a towing capacity of 7 3/4 tons.

Its distinctive grill and crew cab make it clear this is an International. The MXT is 8 ft. wide, 7 ft. 7 in. tall, and 21 ft. long. It's not light, either, with a GVR of 14,500 lbs.

The 40-gal. fuel tank is needed to feed the 300 hpVT365 V8 diesel. The transmission is an Allison 2200 RDS 5-speed. Estimated fuel mileage is 13 mpg city, 15 highway.

Creature comforts are plentiful with leather seats and a sport leather-wrapped tilt steering wheel. The 5-passenger, 4-door crew cab is outfitted with all the standard power systems. Options include CD/DVD player, a 6.5-in. dash mounted touch screen with DVD navigation and backup camera, overhead console with integrated DVD player and 10-in. screen, LCD monitor, wireless headphones, 5-channel amp, subwoofer and multi-disc CD changer.

The sport exterior package gets fancier with lots of chrome and anodized aluminum on steps and rear bumper. The MXT, which starts at $89,500, is also available in a military version.

Contact: FARM SHOW Followup, International Truck and Engine Corporation, Customer Service (ph 800 448-7825; Dealer Locator; www.navistar.com.