



Simply designed, hydraulic bale hauler stacks bales one, two or three high.

STACKS BALES ON END

New-Style Bale Hauler Gets The Job Done Fast

"There's nothing else on the market I know of that makes handling big round bales as quick and easy as this," says Bud Nitzsche about NIBCO Industries' new pull-type, hydraulically-operated offset bale hauler that scoops up bales in the field and stacks them on end.

"We tested it on over 2,000 5 by 6-ft. big round bales last summer and found we could load three in as little as 15 seconds depending on type of hay," Nitzsche says. "It's simply a breeze to load bales, haul them to the stack, then stack them vertically one, two, or three high."

The machine has no chains, sprockets or other moving parts. All functions are hydraulically controlled with one tractor remote.

Instead of having a separate loading arm to pick up bales, the front end of the new bale hauler simply lowers to the ground to scoop up bales. Each new bale pushes the previous bale or bales backward. Once three bales are loaded you drive to the stack, raise the bale hauler up to a vertical position, and drive away. A pair of forks on back can be used to retrieve stacked bales.

The machine rides 2 1/2 ft. above the ground on two 12.5 by 16-in. implement tires that mount on stub shaft axles in the 1 1/2-in thick steel subframe.

Its two 15-ft. long loading rails, constructed of 3/8 by 6-in. angle iron, are set 60 in. apart. The inner side of each rail is covered with a 16-in. wide piece of UHMW 1/2-in. thick "slippery" plastic to help bales slide into place.

The front 5-ft. section of each rail spreads out 1 1/2-ft. hydraulically to guide bales in as they are being loaded. The arms close



Hauler can be used at speeds up to 6 mph.

once bales are on board. Each of these arms is fitted on the bottom with a circular skid pad that glides on the ground when rails are lowered to slide underneath bales.

The rear-mounted 48-in. long forks support bales during stacking and retrieving and swing open to unload bales individually.

Like loading rails, arms, and forks, the machine's 11-ft. long tongue is also fitted with a hydraulic cylinder which folds it into and out of transport position.

"It swings into transport position like a windrower - its loading arms resting on an upright saddle on the tongue - to follow directly behind the tractor," says Nitzsche. "It swings out to the side of the tractor for bale handling."

Weight of the machine is 5,300 lbs. At least a 65 hp tractor is needed to pull the hauler, which can be used at speeds of up to 6 mph depending on type of bales being moved, Nitzsche says. An electric solenoid control valve mounts on the side of the bale hauler. Only one hydraulic hookup is needed on the tractor.

Sells for approximately \$9,000.

Contact: FARM SHOW Followup, NIBCO Industries, 1059 Hwy. 51, Wisner, Neb. 68791-3506 (ph 402 529-6169).



Front 5-ft. section of each rail spreads out to guide bales as they're being loaded. Slick plastic liners on bale arms help bales slide onto trailer.



Riopel patterned his add-on combine cart after old-style motorcycle side cars.

ALSO HELPS RUN ON SOFT GROUND

Combine "Side Car": New Way To Boost Capacity

By Janis Schole

Over the years we've seen a lot of different ways to boost combine carrying capacity but we've never seen anyone take the approach of Edmond Riopel who patterned his unique add-on combine cart after old-style motorcycle side cars.

The Pickardville, Alberta, farmer built his hopper "side car" out of a junked pull-type combine he originally bought for parts. He used the main frame, hitch and hopper to make the cart, which he pulls alongside his pull-type Co-op 960 combine.

To pull the cart alongside his combine, he simply flipped the stripped-down frame of the combine over so it would run on the opposite side from his combine. He pulls both the combine and cart behind one tractor. He welded the hopper onto the frame at an angle.

The cart and combine are pinned together at three points - at the hitch, at the pto, and at a "steady bar" which runs between the two units to hold them apart at the same distance. The wheels on the side car are parallel to the wheels on the combine so the cart doesn't hinder the operation of the combine whether turning in either direction or backing up. Because it follows the combine exactly, Riopel says it never gets in the way.

It took him only about 4 days to put the cart together and cost just \$700 for some pulleys and belts.

"The worst work was taking the old body off the combine," Riopel notes.

The unloading auger on the side car cart is powered by a pto shaft that runs across to the combine. Riopel rigged up a drive for the shaft by mounting a pair of drive pulleys on the main shaft coming out of the combine gear box. A telescoping pto shaft off an old swather runs between the two units.

Riopel mounted the hopper at an angle on the side car cart so it would fit under the combine auger and so that its auger would



Combine and hopper pull evenly behind tractor. Hopper is angle-mounted to fit under auger.

be high enough to unload into a truck. "I just guessed at what looked like the best angle," he says, adding that there was no modification to the combine unloading auger on combine so it can be used normally when the side car cart is not attached.

He can transfer grain from the combine to the cart and then to a truck on-the-go. Both unloading augers are controlled by electric clutches from the tractor cab. To transport the side car, Riopel simply unpins it from the combine and pulls it behind his grain truck. It takes only about 2 min. to hook it up to the combine. He mounted lights on the side car cart for night operation, and warning lights on the corners for safer transport.

The add-on hopper gives Riopel more time between unloading. He says it has another unexpected benefit: "On soft ground, you can divide your load between the two hoppers so all weight is not on the combine. This way you can get through a lot more mud. It also makes the combine pull straight on muddy ground. You don't get the side draft you normally get with a pull-type combine."

He also added plywood extensions to both hoppers. The side car holds about 225 bushels of wheat, for a total capacity of 400 bu.

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Unloading auger runs on drive pulleys on main shaft out of combine's gear box.