UNLOADS UP TO 15 BALES AT ONCE

"Side-Dump" Flatbed For Hauling Big Bales

A new hydraulic "side-dump" flatbed trailer is one of the best big bale haulers on the market, according to the manufacturer, Fouillard Trailer Sales & Service, St. Lazare, Manitoba.

The 8 1/2-ft. wide trailer is equipped, depending on length, with two, three or four 5 by 16-in. hydraulic cylinders. You load bales onto the trailer with your front-end loader, then haul them to the storage site. To unload, just tilt the hydraulic bed 80° and the bales roll off.

"The side-tilt feature means you don't need a second loader in the yard to unload," says Henry Fouillard. "The rig costs about half the price of a conventional self-loading round bale wagon and, when you're not hauling bales, you've got a flatdeck trailer."

The trailer is built in lengths from 20 to 32-ft. The 20-ft. model holds 12 big round bales and the 32-ft. model holds 15 bales. There are three towing choices - a fifth wheel for pickups, a ball hitch for 4-WD tractors, and a quick detach hitch pole for drawbar and rear bumper towing.

Unit is powered by a 12-V electric-hydraulic pump. A 5 hp Briggs & Stratton gas-driven pump is optional.

The most popular 26-ft. model retails for $5,995 (Canadian).

For more information, contact: FARM SHOW Followup, Fouillard Trailer Sales & Service Ltd., P.O. Box 159, Main St., St. Lazare, Manitoba, Canada ROM 1YO (ph 204 683-2296 or 683-2453).

The side-dump trailer is available in lengths from 20 to 32 ft. and has its own 12-volt hydraulic pump.

BIG 220-HP ARTICULATED MACHINE COST $24,000 TO BUILD

By Margaret R. Comfort

Farmer's 4-WD Tractor Built "Piece By Piece"

"You don't have to be an engineer to build a tractor. I had no plans of any kind. I just built it the way I thought it should be," says Bob Comfort, 27, of Fenwick, Ontario, who built his own articulated 220-hp. 4-WD tractor.

Comfort cash crops 600 acres along with his father, Ed, in addition to doing custom work. Since he completed the tractor in 1985, Comfort has averaged 300 hrs. per year on it, pulling a 22-ft. disk and a 5-furrow 18-in. plow. The 10-ft. wide rear-mounted loader bucket is ideal, he says, for moving snow, dirt and manure.

The home-built tractor and cab cost $24,000 to build. It has 15 forward and 3 reverse speeds and an air-operated clutch. The seat and steering wheel console revolve 180° for operation in forward or reverse. Two 50-gal. fuel tanks provide enough diesel fuel for 2 1/2 full days of work. The tractor, which Comfort built during his spare time, is 23 ft. long. The cab is equipped with a heater and air pressurizer. The roof is 11 ft., 11 in. from the ground. According to Comfort, the tractor is relatively light for its size at about 8 tons. As yet, it's never been stuck.

"Everything was done piece by piece, with no plans on paper. I used trial and error, but for the most part there weren't many errors. Most of it went together well. The tractor is a combination of a John Deere industrial loader and an International 2 plus 2 tractor because those are two machines I patterned it after," says Comfort, noting that one big change he made after the tractor was first built was to replace the original 140-hp 471 Detroit diesel engine with a 220 hp Cummins 6-cyl. engine. "I needed more power on hills and for tough ground conditions."

Comfort built the tractor with the two drive axles and transfer case from a 1950 Trojan industrial front-end loader. He mounted the axles, transfer case, and the 15-speed transmission (salvaged from a semi truck) on a frame which he built out of 9 by 2-in. solid steel bars. He says one of the toughest decisions he had to make while building the tractor was deciding where to put the pivot point. He ended up putting it about 1 ft. closer to the rear of the tractor than the front so it would be easier to operate the rear-mounted loader bucket.

The articulated steering joint was built with new parts designed for an International 2 plus 2 tractor. He built the cab from scratch, including controls and steering components, and made the tilt-up engine hood from 10 gal. steel and 1-in. sq. tubing. The tractor's hydraulics come from the industrial loader that supplied the drive axles and transfer case. The loader's front-end loader arms were used to fashion 3-pt. arms at the rear of the tractor and the original loader components are used to raise and lower the 3-pt. The 10-ft. bucket attaches directly to these 3-pt. arms. Comfort had to install new hubs in the tractor wheels in order to fit the drive axles.

Tie rods were installed from the articulated steering joint to the front "steering axle" so the 23-ft. long tractor has a tight, 12-ft. turning radius. "I wanted a tractor that I could use at any time for any job around the farm. This tractor is extremely versatile and handles like a 60 hp. tractor," says Comfort, noting that if were starting out again he would probably use more new parts to reduce maintenance over the life of the tractor. He says he could have used a higher percentage of new parts and still saved money building his own 4-WD. "A new tractor comparable to this one would cost $100,000 or more," he notes.

Contact: FARM SHOW Followup, Bob Comfort, Rt. 4, Fenwick, Ontario L0S 1C0 Canada (ph 416 386-6151).

The tractor was built with the drive axles and transfer case from an industrial front-end loader and a 15-speed transmission from a semi truck. The frame was fashioned out of 9 by 2-in. solid steel bars.