

Self-Propelled Bale Wrapper

Climbing on and off his tractor-powered bale wrapper took time and was hard on Neal Grose's back and knees. He eliminated the problem by "self-propelling" his tow-behind wrapper.

"I only spent 6 hours making the conversion, but it took a lot more time planning it out as I stood around watching bales being wrapped," says Grose, who brings bales in for wrapping where they will be stored.

He first fitted the front end of the wrapper with the front axle from a 1981 4-WD truck. A 10-hp hydraulic power unit from a post-hole auger provides power, and a salvaged hydraulic motor attaches to the front axle differential to drive the rig.

"After looking in vain for a universal joint that would work on the driveline, I took the original drive shaft to a machine shop and had them weld it to a Lovejoy type coupler to connect the differential to the motor output shaft," says Grose.

A channel iron frame welded to the top of the axle provides a base for the power unit. A length of rectangular steel tubing attached to connecting tabs below the front and back of the channel frame provides a base for the operator's platform and a hitch for the bale wrapper. Three-point lift arm weld-on ends bushed to accept a bolt connect the front and

back units. Steering is accomplished by connecting a hydraulic cylinder between the upper channel iron frame and the left wheel steering arm. Everything is controlled through a 3-spool valve. As it is, he only uses one to initiate the drive forward or reverse and one to activate the steering arm.

"I use the exhaust flow to drive the wrapper, running it through a prioritizing valve to give flow adjustment," he explains. "Otherwise the flow would be too much, and it would have to go through a pressure relief valve."

While the 10 hp unit can move the bale wrapper at a fast walking speed, it has difficulty on inclines. Grose plans to install more powerful hydraulics.

"Overall, it wasn't particularly cheap to build, but it has saved about a third of the time previously spent bale wrapping, freed up a tractor, and saved my back and knees," says Grose. "Since building it, I think I could adapt it to be used with a post driver with very few problems."

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Neal Grose "self-propelled" his tow-behind wrapper, fitting the front end with the front axle off a 1981 4-WD truck (above). A 10 hp hydraulic power unit from a post hole auger provides power, and a salvaged hydraulic motor attaches to the front axle differential to drive the rig.

Add-On Cab For Deere Gator

John Herren, Louisville, Ky., didn't want to spend the money for a cab for his Deere Gator, so he made his own for only about \$100.

He used 1-in. sq. tubing to frame the doors and to make the door posts. The door posts are mounted to the floor and rollbar, just behind the vehicle's fenders. He used Lexan to fill the space above the fenders, between the rollbar and door post. The doors were framed to fit the space behind the door posts and to follow the contour of the rollbar down to the floor.

He used 16-ga. sheet metal for the lower door panels and 1/8-in. thick Lexan for the windows. The door hinges are made from short lengths of 1/2-in. dia. pipe and 5/8-in. dia. rod.

"The doors can be lifted off in good weather. I used stick-on pieces of foam as weather stripping around the doors," says Herren.

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John Herren made this cab for his Deere Gator for only about \$100. "The doors can be lifted off in good weather," he says.



Fast Twine Tie System "Better Than Net Wrap"

Faster twine wrapping and a better wrap are immediate benefits of Qwicktie twine arms. Benefits include savings of \$1 to \$1.50 per bale over net wrapping. Also, twine won't freeze to the ground or the bale like net wrap.

"With factory-installed twine arms on Deere and New Holland big round balers, the arm, or two arms, either meet in the middle to get started or have to go all the way across," says Pat Bauder, Qwicktie. "We use four arms that start from the center and go to either side and are about two seconds slower than net wrap, but save money on each bale."

Using four arms provides a covering that Bauder says is nearly equal to netting for rain and weather protection. The Qwicktie unit includes storage for extra balls of twine, as well as a two replaceable blade twine cutters.

Bauder says the Qwicktie units can be used on 660 New Holland balers and newer. They also fit 566, 567 and 568 Deere balers with monitors as well as 530 and 535 without monitors. In order to get a full initial tie, non-monitor systems are equipped with a three-second delay that holds the arms in the center as twine is fed to the bale. Monitor units allow the operator to set them for the delay.

Bauder says owners of older balers are ordering Qwicktie systems as an alternative

to net wrap retrofits. "More than half of our sales are for balers that already have net wrap installed," he says. "We use both ourselves, putting the more expensive net only on the best hay from our 1,000 acres of alfalfa."

Larger cowherd owners have told Bauder they prefer twine-wrapped bales, especially if they use tub grinders. He says they have reported death loss from cows that ingested ground up plastic net wrap.

"A couple of vets have offered to put statements of endorsement on our website," says Bauder. "They say thousands of cows have died from the plastic."

Qwicktie units are priced at \$1,695 plus shipping. That compares very favorably with net tie units that sell for \$4,500 to \$5,000 and, in the case of Deere, now only fit new models.

"Our units simply replace the existing twine arm hardware," says Bauder. "Many of our customers keep the factory-installed arms and reinstall them when trading. Then they reinstall our arms on their new baler."

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Qwicktie twine arms are designed to replace the existing twine arm hardware on Deere and New Holland big round balers (above). The fast twine tie system uses four arms, providing a covering that's nearly equal to netting for rain and weather protection.