

Chain-Loaded Bale Wrapper

Faster wrapping is promised with this new bale wrapper from Kemco Mfg. LLC, Bremen, Ind.

"Other wrappers use a hydraulic cylinder to push the bale through the wrapper. Ours uses a web chain instead of a hydraulic cylinder to push the bale forward, which works much faster," says Richard Kuhns, Kemco. "When the operator sets bale on the wrapper, it starts the web chain which moves the bale forward. Meanwhile, he can load the next bale without having to wait for a cylinder to retract. This 'no-cycle' time savings is what makes this the fastest wrapper on the market."

Big square or round bales can be wrapped with the same machine. "You can wrap up to 180 round bales or more than 200 big square bales per hour," says Kuhns.

According to the company, the wrapper offers other advantages, too. The machine

has a heavy-duty steel frame that should last for years. It can handle 3 or 4 rolls of plastic instead of 2, which lets you wrap more bales before stopping to refill. A storage box lets you keep 6 extra rolls of plastic with the wrapper.

Options include a large 20 hp. Honda engine, 5-gal. gas tank, LED night lights, remote control, film sensor switch, self-propelled drive and heavy-duty tailgate that will lift bales while they're still on the tailgate, allowing you to start your next row of bales without having to clean out the wrapper.

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Kemco bale wrapper uses a web chain instead of a hydraulic cylinder to push bale forward.



Placing bale on wrapper starts the chain. You can load the next bale without having to wait for a hydraulic cylinder to retract.

Dodge Pickup Fitted With Home-Built Sleeper Cab

"It was relatively easy to do," says Anthony Harley, Atlantic Beach, Fla., who converted a 2008 Dodge 1-ton, crewcab dually pickup into a "sleeper pickup" that lets him bunk down whenever he needs rest.

The sleeper bed replaces the pickup's rear seat and extends about 8 in. beyond the upper part of both rear doors. The bottom half of each door can still be opened and closed for storing tools and clothing. The extended doors provide enough room for a 7-ft. long, 26-in. high by 30-in. wide bed frame and platform, on which rests a 5-in. deep mattress with a 3-in. pillow top.

"I came up with the idea about 8 years ago when my wife Bobbie and I decided to go into the RV towing business," says Harley. "We already owned the pickup and all the hitches that we would need to tow RV's. We wanted to 'team-drive', but found there were specific rules and regulations required for a space to be considered a sleeper berth."

So after 2 weeks of gathering information and reading DOT regulations, he replaced the pickup's back seat with a legal sleeper berth that he built from scratch.

To make the conversion, he removed the electric motors and mechanisms that control window up-and-down movement from both doors. "I cut both rear doors in half just above the door's top hinge, and moved the entire top section of each door out 8 in. along with the rear corner radius on each side of the cab,"

says Harley. "That allowed me to create a platform on which I could set the mattress. Then I boxed the top section in by welding 1/16-in. thick sheet metal onto the cab."

Metal flanges at the top and bottom of each box section support what's left of the door's original rubber gaskets, which were shortened. "When the doors are closed they're air and water tight," says Harley.

He also added aftermarket "Airtabs" that extend across the roof and back edges of the cab (www.airtab.com). They're designed to reduce wind stream drag and help increase the fuel economy.

He used one of the pickup's seat belt assemblies to satisfy a 6,000-lb. restraint requirement. He also installed a manually-operated air vent on back of the cab, which is hinged at the top and bottom and can be swung left or right.

When Harley added the sleeper cab, the pickup was 1 1/2 years old and had about 36,000 miles on it. Now it has a whopping 1,700,000 miles.

"My wife and I take turns driving the pickup and put on 6,000 to 7,000 miles per week, on average," says Harley. "I drive 10 to 11 hrs. straight, and then my wife takes over and does the same while I sleep. We run like this for a full week, then take the weekend off."

"I could have spent \$8,000 or so for a commercial sleeper box designed for semi



Anthony Harley fitted his 2008 Dodge 1-ton, crewcab dually pickup with a "sleeper cab" that lets him bunk down on the road.

trucks and installed it behind the cab. It would have had more room and been more comfortable. However, I wasn't sure how my RV towing business would work out so I didn't want to spend the money. Also, I would have had to cut through the pickup frame in order to lengthen it, which would have been more work."

Harley worked in the shipyard trade for 20 years, building and repairing ships as a shipfitter. "The last 5 years in the shipyard I learned AutoCad and developed the parts that I needed for this project on the computer. Then I transferred the data to a CNC machine to cut the parts," he says.

He spent only about \$300 to build the sleeper cab. "The cab on this pickup had already been rebuilt after a tree fell on it during a storm, so I wasn't quite as afraid to cut through it as I otherwise might have been," says Harley.



Sleeper bed replaces pickup's rear seat and extends about 8 in. beyond upper part of both rear doors. Bottom half of each door can still be opened and closed.

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Turn Your Pickup Tailgate Into A Powered "Lift Gate"

You can save on your back with this new electronic tailgate lift that uses your existing tailgate. It's designed to lift heavy tools and equipment while still allowing you full use of the tailgate.

The Handy Gate Electric Tailgate Lift operates off your pickup's standard 7-way trailer plug and is designed to easily raise loads from the ground to the pickup bed.

The unit comes with a 10-in. deep floor extension and 2 tall lift assemblies that take the place of your tailgate's hinge pivots, locking in place around the tailgate pins. The floor then bolts in place between the assemblies, and the tailgate is reinstalled. Once the load has been raised to bed level you can close the tailgate.

Each lift assembly is operated by a PCB motor, with an on-off switch located at the top on one of the assemblies. Each assembly contains a screw shaft with ball bearings that

roll along the threads of the shaft. The dual motors ensure that the tailgate stays level.

According to the company, the tailgate lift can easily lift loads up to 1,000 lbs., which makes it ideal for moving generators, motorcycles, golf carts, riding mowers, appliances, etc. Also, with the bed floor extension you have an additional 10 in. of storage space.

The unit doesn't touch the pickup bumper or require any modifications to the pickup. It assembles in only a few min. using a socket wrench and screwdriver.

Fits all 2009 and newer Ford, GM, Chevy and Dodge pickups.

Sells for \$2,299 plus S&H.

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Electronic tailgate lift is designed to lift heavy tools and equipment while still allowing full use of existing tailgate.