

CONNECT

ISSUE 3 – WINTER 2026



Now then...



As we approach another season, innovation continues to drive everything we do here at Bailey. Listening to our customers and continually improving our products remains at the heart of our business, I hope that 2026 will be a year of real progress.

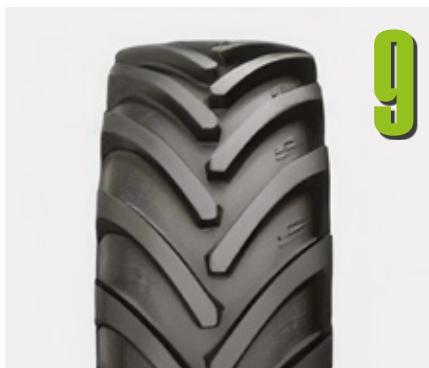
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Baxters bowled over

Bailey bale clamp trailers have reduced the load for J H Baxter & Sons



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VF tyre technology

For farmers looking to reduce compaction VF tyres might be the answer.



Quarter of a century not out

Irelands Farms purchased two Beeteapers twenty five years ago that are still going strong today.

Commitment to operator comfort and safety extends beyond functionality. We're pleased to announce an **upgrade to our people carrier**. In addition to standard wooden bench seating, we're now offering optional **high-backed vinyl seats**. These seats offer superior support and protection, ensuring a much more comfortable ride. This upgrade will be available for all orders placed from January 2026 onwards.

We're introducing a **hydraulic rollover sheet** for our single bale clamp trailers. This feature will provide **full protection to potato boxes** during transit from field to farm, this is another example of how collaboration with our customers shapes our innovation.

Our **new swan neck pipe holder** now accommodates **more than five pipes** without the need for double tubes. This development not only increases capacity, but also streamlines design and improves usability. In addition, the push-to-shunt button has been relocated to the swan neck, making operation easier and most importantly safer for our customers in the field.

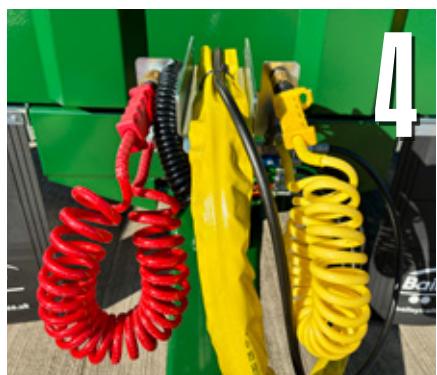
Work continues at our Sleaford factory, where a **new shot blasting building** will be operational by the end of January 2026. Every trailer will now undergo shot blasting before our twin-pack top coat is applied, resulting in an even more durable and hard-wearing finish that will stand the test of time.

Of course, innovation is only as good as the difference it makes on the ground. Andrew Baxter of A.J. Baxter shares his experience of how two Bailey hydraulic bale trailers have **transformed their farming and contracting business**. A real testament to the power of the best equipment in the right hands.

On behalf of the Bailey family, I'd like to thank all our customers, dealers and staff for your continued support and trust in our brand. Wishing you all the very best for the season ahead.

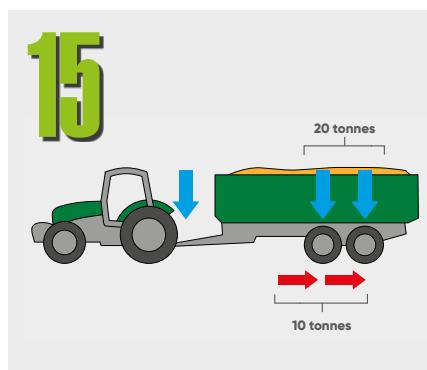
Michael Bailey
Managing Director

REGULARS



Latest News from Bailey

Update to swan neck pipe holder makes your work even easier.



The Operators Hub

Braking efficiency, what you need to know. The Operators Hub explains.

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Designed and produced by Greensquare: gsbd.co.uk

Product Update: Improved Swan Neck Pipe Holder

We're pleased to announce an update to our swan neck pipe holder, delivering practical improvements to make your working day more efficient.

What's New?

Increased Pipe Capacity

The newly updated open pipe holder design now allows for **multiple pipes to be easily stowed** on the swan neck, eliminating the need for the previous tube design, which could only accommodate up to five pipes. This change removes the need for a double-tube setup when carrying more than five pipes by simplifying storage.

Improved Operator Accessibility

We've also **relocated the 'Push to Shunt'**

button from the chassis. Previously it required crouching underneath the trailer. The button is now positioned on the swan neck holder itself. This makes activation quicker, easier, and safer for the operator.

These enhancements are proof that **even the smallest design improvements can make a big impact** on productivity and comfort in the field.

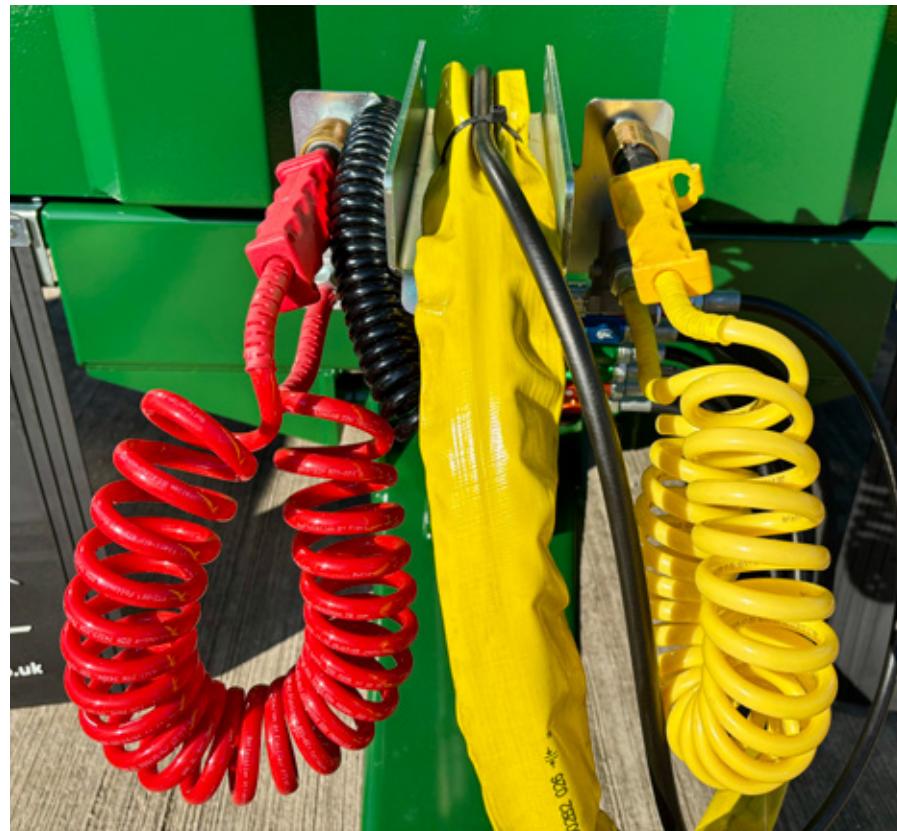
"We'd had enough of crouching under the trailer to hit the 'push to shunt' button. So, we've repositioned it to where it should've

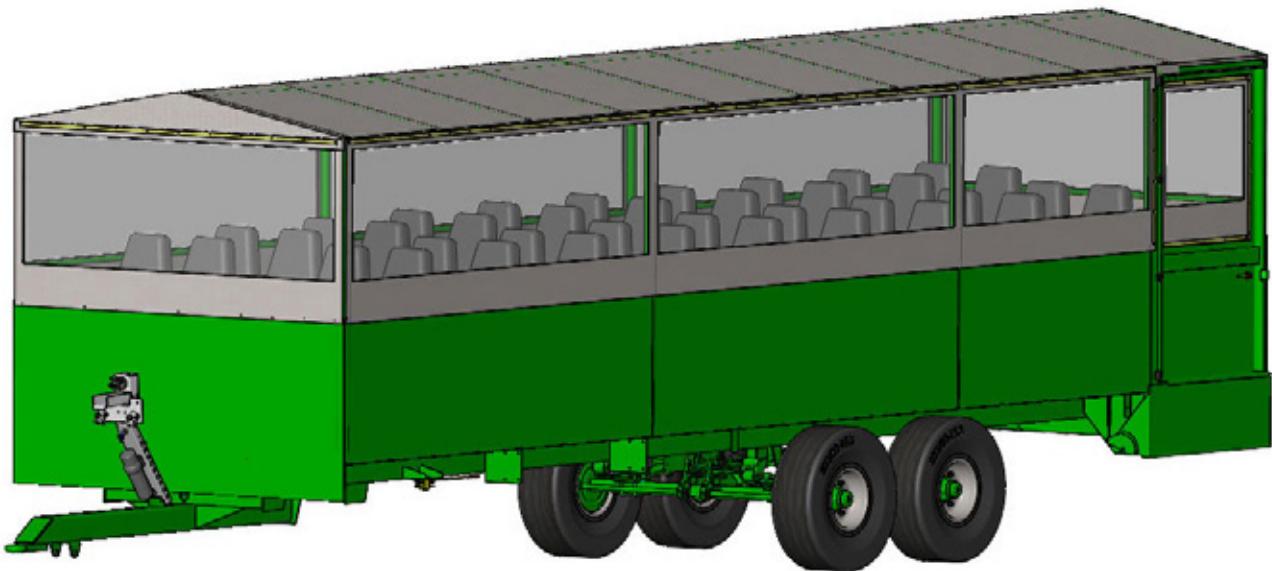
been all along. It's a small tweak, but it saves time, saves effort and just makes the whole thing less of a faff."

Michael Bailey, Managing Director

About the Bailey Swan Neck Pipe Holder

Known as the 'swan neck' thanks to its distinctive curved design, this innovative pipe holder raises all hydraulic pipes, air pipes, and electric cables safely away from the rear tractor link arms. It's a simple but smart solution that helps protect vital connections, reduce wear and keep everything safe, tidy and secure during operation.





Upgrade for 2026 People Carrier

From January 2026, in addition to standard wooden bench seating, our People Carrier will feature optional high-backed vinyl seats. These new seats provide support at shoulder height and offer a more supportive ride for passengers. This is particularly important when travelling over fields, uneven ground, or off-road routes.

What's New?

- **Optional high-backed vinyl seats** for superior safety, comfort and support
- **3 point seat belts** for enhanced safety
- **Extra passenger room** – 30 – 46 seat options
- **Optional wheelchair access** by removing the rear two seats during the order stage
- **Improved ride experience** – especially noticeable on rough or uneven terrain
- **Rear access point** – prevents contact with the towing vehicle's wheels

Safety and Accessibility Built-In

To prevent passengers coming into contact with the wheels of the towing

vehicle, the access position to the trailer is situated at the rear behind the wheels. At the time of ordering, customers will have the option to remove the rear two seats to create space for wheelchair access, ensuring the vehicle continues to serve a wide range of transport needs in inclusive and practical ways.

Coming Soon

This upgrade will be available on new orders starting January 2026. Whether you're running farm tours, shuttle services, or event transport, this new seating system will elevate your passenger experience to a whole new level.

"We're very happy with our new design," said Head of Design, Richard Bailey.

About the Bailey People Carrier

Our People Carrier is the ideal solution for tours around farms, farm parks, and the transportation of guests at outdoor events. Built for versatility and durability, it's available in four lengths to suit a range of capacities and layouts: 5575mm – 22 seats, 7275mm – 30 seats, 8975mm – 38 seats and 10675mm – 46 seats.

Standard features include sprung suspension for a smoother ride, hydraulic brakes for dependable stopping power, and tandem axles on 300/80×15.3 wheel assemblies, ensuring stability and performance across varied terrain.

"We took the time to research the best seating and access options that would offer better safety and comfort. The result is a significant upgrade in passenger experience, we expect the new optional seats to be very popular with our customers and their passengers alike."



Baxters bowled over by reduction in bale loads



Can you tell us a bit about yourself and the business?

I'm Andrew Baxter of J H Baxter and Sons Ltd, we're based in Sleaford, Lincolnshire. I'm a director of the business alongside my brother Adrian. The business was started by my Father in 1958. We're agricultural contractors and hauliers, we also have our own farm.

On the farm we grow wheat, barley and sugar beet. We also rent out some of the better land for parsnips, onions and potatoes. The largest aspect of our agricultural business is straw. We supply straw for multiple uses, for example: carrot covering, power stations and cattle farmers across the country.

What challenges do you face?

The same as many people in UK agriculture - intensity of farming, ever changing weather patterns and price pressure, to name but a few.

What do you look for in a trailer?

Reliability is the first word that springs to mind. We often travel up to 25 miles away from base. We need to know that we can

go out and do a good day's work without any issues. Additionally, I would say that value for money is very important to us.

How long have you run Bailey trailers?

It must be about 30 years now. Our first Bailey was an old 10-tonne dumper trailer, which was pretty indestructible. That dump trailer carted cattle muck, chicken

“Driver fatigue and in particular safety is also much improved.”

muck, general waste and sugar beet week after week after week. It was a brilliant piece of kit. So, when we were looking for another trailer, there was only one place to go.

Which Bailey trailers do you run and what are they used for?

We're currently running 2 bale trailers with hydraulic clamps on the straw side of the business. We run a fleet of 6 beeteeper

trailers, which haul sugar beet, muck and waste. They are fitted with grain hatches and front windows; which gives us the option to use them for our grain harvest.

We also have a low loader trailer, which is very handy for moving seed corn around the farm. It's fitted with a heavy-duty electrical winch. Should a machine become stuck a long way from home, it can easily be retrieved. This trailer was called into action only the other day, we had to recover a broken-down tractor from a farm several miles away.

What difference has running bale trailers with hydraulic clamps made to your work?

Straw is such a big part of our business; we're supplying to a straw-fired power station locally. We wanted these loads to be delivered safely and securely.

Both bale trailers are 35 feet long triaxle models, which is an ideal length for us. Typically, eight-foot bales, which may vary slightly in length, fit along perfectly. The hydraulic pressure applied by the clamps is perfect for protecting the load





and making it very safe to travel. An idea that has been well thought through, as you would expect from Bailey Trailers. When you look at a typical harvesting day, we could be out for 12 hours or even longer. The ability to just pull your spool valves up each time to raise or lower the sides makes such a difference. The reduction in time over strapping is obvious. However, driver fatigue and in particular safety is also much improved.

In terms of savings, we've reduced some jobs by at least 2 loads a day. This makes a big difference to our labour and fuel costs. Because we can carry loads 3 high, we are able to load straight from the fields and into the stacks in multiples of three. The whole operation is now far more efficient.

How do you find the performance of the sprung drawbar in relation to the ride in the tractor?

Feedback from drivers is very positive. Coupling the sprung draw bar to the cab and front axle suspensions provides a much smoother ride. Working 12 hours plus in a day, it's this kind of comfort that helps the operator to achieve maximum output.

Are there any other particular features that have impressed you?

When we are working in poor light conditions or in the dark, the lights are excellent. The undercarriage is also very stable on all Bailey trailers. We're particularly impressed with the rear steering axle on the bale trailers, for tight turns and difficult access points this really helps the driver. A very good idea.

How would you rate the back-up from Bailey?

Excellent. We've got a very good relationship with the Bailey family; they

look after us. When we speak to other farmers and growers, they say the same.

In your opinion what sets Bailey apart?

An excellent product, safe, reliable, durable, efficient and good value for money.

Can you sum up what owning Bailey trailers means to your business?

In our experience of running agricultural machinery, you generally find that top brands come into their own. This is certainly the case when you run a fleet of Bailey trailers.

Bale clamps - frequently asked questions

What clamp lengths are available?

You can specify 850mm, 1700mm, 2380mm or 3060mm

What height can you load with the clamps?

You can load bales to a height of three Hesston's with our twin bale clamps

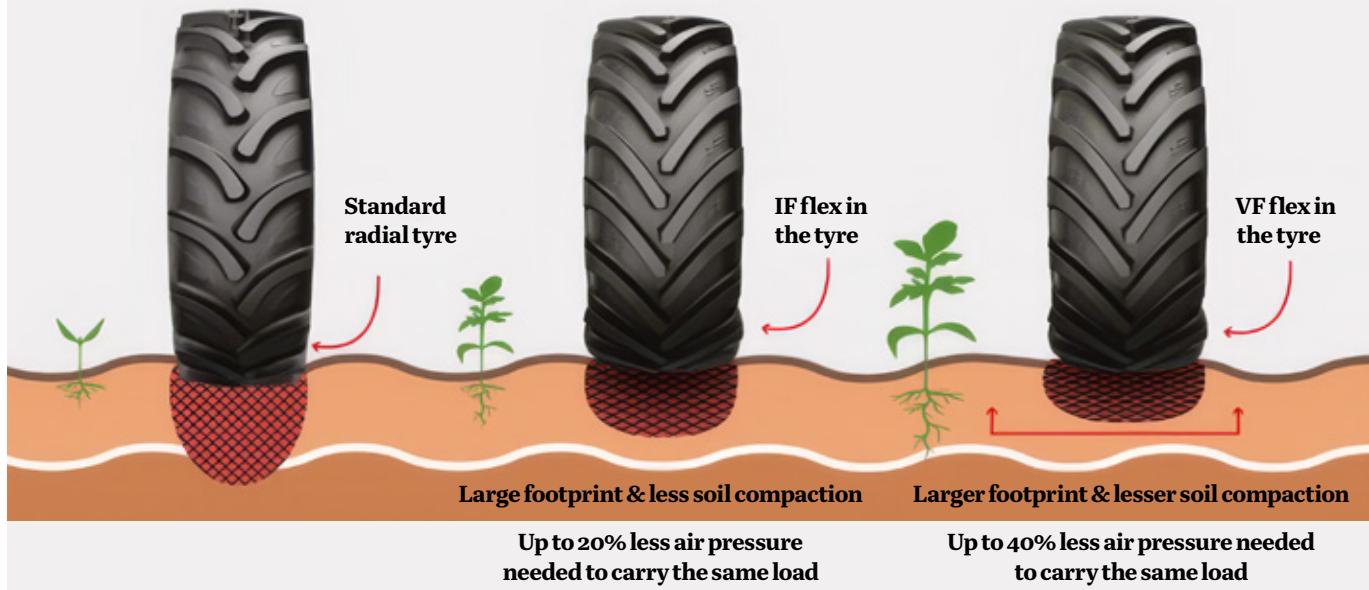
Can you activate the clamps on one side only?

Yes, both sides are powered independently, you can select either nearside or offside for loading

How long does it take for the clamps to open and close?

It takes approximately 10-15 seconds for a single clamp and between 15 – 20 seconds for twin clamps

VF Tyre Technology: What You Need to Know



Overview

Agricultural trailer tyres face tough demands: varied terrains, loads, and speeds. VF (Very High Flexion) tyres are a cutting-edge solution designed to meet these challenges with increased load capacity, lower inflation pressures, and reduced soil compaction. They are particularly suited for today's larger, heavier and more powerful farm equipment.

What are VF Tyres?

VF (Very High Flexion) tyres are advanced agricultural tyres designed to flex more than conventional radial tyres. A VF tyre will carry the same load at the same speed as a conventional radial tyre, but at 40% lower inflation pressure.

VF tyres:

- Feature a flexible yet durable carcass
- Increase footprint size
- Reduce soil compaction
- Improve traction and fuel efficiency

Key Benefits of VF Tyres

1. Increased Load Capacity

- Carry up to 40% more load than standard radial tyres
- Suited for larger trailers, reducing the number of trips required

2. Lower Inflation Pressure

- Operate at significantly lower pressures (as low as 0.6 bar) without sacrificing performance

- Lower pressure = lower soil compaction

3. Reduced Soil Compaction

- Larger, oval-shaped footprint distributes weight more evenly
- Less soil disturbance and better preservation of structure
- Long-term yield protection due to reduced subsoil damage

4. Enhanced Traction

- Advanced lug design increases ground contact
- More lugs working simultaneously = greater tractive force
- Less slippage and better self-cleaning

5. Lower Fuel Consumption

- Reduced rolling resistance leads to lower fuel use
- Fewer transport cycles thanks to larger loads

6. Improved Soil Health and Yield

- Better water infiltration and root development
- Long-term improvements in soil fertility and productivity

7. Cost Efficiency

- Reduced trips, lower fuel costs, and higher yields contribute to overall operational savings

Supporting Technology: TPMS / CTIS

VF tyres perform best when used in conjunction with a CTIS (Central Tyre Inflation System), allowing:

- Real-time pressure adjustments from the cab

- Optimised performance across field and road

- Time-saving and enhanced tyre lifespan

Technical Enhancements in VF Tyres

- Stronger sidewalls for greater flexion and durability
- Steel belts (in premium brands) provide:
 - Uniform footprint
 - Puncture and stubble resistance
 - Improved traction and lower fuel use
- High-tech rubber compounds for heat and wear resistance

Summary: Why Choose VF Tyres?

VF tyres are a smart investment for modern agriculture. They:

- Increase productivity through higher load capacity
- Protect soil and increase yields by operating at lower pressure
- Save time and fuel
- Provide advanced traction and durability

For farmers looking to enhance operational efficiency and sustainability, VF tyres—especially when used with CTIS—offer a significant advantage over conventional radial tyres.

From cubs to Tigers

FRANCE 2023



As the mother of three elite rugby players, Michelle Chessum, Company Secretary at Bailey Trailers and daughter of Founder Tom Bailey has watched what began as childhood enthusiasm for sport grow into careers at the very highest level.

Two of her sons now play for Leicester Tigers and have represented England on the international stage, with experience that has even extended to British and Irish Lions selection, while the third is following closely in their footsteps as part of the Leicester Tigers Academy. It is a remarkable family story, rooted in hard work, humility and unwavering support, values that feel right at home at Bailey Trailers.

Looking back, Michelle recalls that all three boys were introduced to sport at a very young age. "They were around four when they started playing," she explains, "mostly football and cricket at first." At the time, there were no obvious signs that elite sport lay ahead. "I can honestly say I never thought they were naturals at either," she admits, "but they enjoyed being outdoors, being part of a team and just playing." What stood out wasn't raw talent, but enthusiasm and competitiveness.

That early enjoyment shaped Michelle's philosophy on children and sport, the key is enjoyment. "As long as they're enjoying it, take them along come rain or shine," she says. Michelle believes children should be encouraged to try a range of



sports rather than specialising too early. "When they're young, all they want to do is play," she adds, stressing the importance of joining clubs where children get real

game time. "Being a substitute week after week quickly loses its appeal."

As the boys progressed and rugby became central to their lives, Michelle has found that watching matches brings mixed emotions. "At the start of a game I feel huge pride," she says, "but that very quickly turns into anxiety." From the fear of injury to worrying about their performance or disappointment, watching can be stressful. "I wouldn't miss a game for the world," Michelle admits, "but I rarely enjoy watching." It's a sentiment many parents of professional athletes will recognise, pride intertwined with constant concern.

Asked about her proudest moments, Michelle doesn't point to trophies, caps or milestones, although there have been many. Instead, her pride lies in the men her sons have become. "They're three great lads," she says simply. "They're

spoken so highly of by so many people, and that makes me proud.”

Of course, professional sport comes with its share of injuries, Michelle is quick to identify who copes least well. “Oliver has always been the worst patient,” she laughs, “He’s not a very good patient and I’m probably not a very good nurse.”

What Michelle admires most about her sons now is their work ethic and resilience. “They are incredibly hard working and committed,” she says. Playing professional rugby demands determination, especially when the journey isn’t smooth. “It would have been easy at times to give in, but they never did. They stuck at it.”

Oliver, the eldest, remembers his earliest sporting experiences vividly. Saturdays were spent playing cricket at Billingborough Cricket Club or football at Ancaster with his cousin Jazz. Rugby didn’t enter the picture until secondary school, when he was around 13. Lewis’s memories are similar, also rooted in Ancaster football club, although he jokes that being left-footed with two right feet didn’t necessarily help. Rugby only became an option once Oliver made the move to secondary school. “I thought I’d give it a go,” Lewis recalls, “and I enjoyed it.”

As their professional ambitions grew, both Oliver and Lewis faced moments of doubt. For Oliver, family support proved crucial. Coming from a sporty household with a cricket-playing dad and netball-playing mum, encouragement was never far away. When Oliver realised he had a genuine chance of making rugby a career, it was Michelle who pushed him to seize the opportunity. “You’re not going to get a chance like this again,” she told him. The support of the wider Bailey family was also instrumental in driving Oliver forwards.

Lewis’s experience within the Leicester Tigers academy system tested his confidence. As numbers dwindled and competition intensified, self-doubt crept in. “I was convinced I wasn’t going to make it,” he admits. Once again,



Michelle’s encouragement played a key role, alongside Oliver’s example. Watching his brother recalled into the Tigers squad after playing for Nottingham became a powerful motivator. “It showed me it was possible,” Lewis says, “and it kept me pushing for a contract.”

Along the way both brothers have heeded important advice. Oliver’s centres on perspective: “Don’t listen to opinions from people you wouldn’t take advice from.” In the high-pressure world of professional sport, where scrutiny is constant, learning to filter out noise is essential. Lewis, meanwhile, credits his success to work ethic. “Don’t be beaten on effort,” he says, recalling school holidays spent working while friends relaxed. “If you really want something, you’ve got to work harder than anyone else.”

Those values extend into how both view team success. For Oliver, belief is fundamental. “If you don’t believe, there’s no point turning up,” he says, also citing perseverance and shared ambition, which turn good teams into formidable ones. Lewis highlights relentless in training, preparation and performance. “Every moment matters,” he explains. High standards, clearly set and consistently upheld, define top teams.

Both Oliver and Lewis have spent time working at Bailey Trailers, gaining first-hand experience on the factory floor. Oliver initially worked one day a week while playing for Nottingham, before moving into full-time work during Covid. From operating machinery to welding drawbars and axles, he developed practical skills and a real appreciation

for craftsmanship. “Welding is an art,” he says. “There’s a lot of satisfaction in getting it just right.” Lewis similarly worked across the factory, fitting lights, brake pipes and assisting with trailer repairs. For both, the key takeaway was the value of hard work and being willing to learn something new.

If rugby hadn’t worked out, Oliver believes he’d likely have joined the family business in some capacity, while Lewis says simply, “I’d probably be at Bailey Trailers.”

Dylan, youngest of the three is at an earlier stage of his rugby journey. Having only started rugby at 15, he was relatively new to the sport when he entered the Tigers Academy trials. Initially hesitant, it was Oliver and Lewis who encouraged him to take the chance. Since then, Dylan has embraced the challenge, even adapting to a new position. “It’s been tough,” he admits, “but I’m loving it.”

When asked who the best player is among the three, Dylan laughs. He suggests it’s between himself and Oliver, describing Lewis as someone who has worked relentlessly for everything he’s achieved. “I’m really proud of both my brothers,” Dylan says. “They’re not just great players, but great brothers.”

Perhaps the simplest yet most telling insight comes when the boys are asked to sum up their mother in one word. Oliver chooses “rock.” Lewis says “relentless.” Dylan opts for “caring.” Together, they paint a constant presence, quietly driving, supporting and believing. Much like Bailey Trailers itself, a story of commitment, resilience and family at its core.



A quarter of a century farm



on and still going strong

Irelands Farms Limited look after 1700 hectares split between their base at Grange Farm near Sleaford and 6 contract farms within a 13 mile radius. Mark Ireland talks to us about his relationship with Bailey, which started 25 years ago when the business purchased two Beeteeper trailers that are still hard at work today.

You run Bailey Beetapers, what was behind your decision to order them?

We were running an ageing fleet of trailers; none of which were ideal for carting beet. Back then Beeteeper trailers were fairly new to the market, we thought we should have a look at them. In 2000 we bought two 18 tonne Beetappers through Sharmans Agricultural, they were our first Bailey trailers. In 2020 we added a third 18 tonne Bailey Beetaper to the fleet.

Did you specify any options, if so which and why?

Flotation tyres and air brakes were a priority. We also had a secondary drawbar for pulling trailers in tandem.

Is there an option / feature that you couldn't do without?

Definitely flotation tyres, they work extremely well in the field during the winter months and hardly leave a mark. I would also say LED lights and the extra lights at the top of the rear door, they ensure we are very visible on the road.

“Bailey build a trailer that will last for years and are prepared to back it throughout its long working life.”

What duties are the trailers being used to support?

Carting beet throughout September to March. During harvest of combinable crops – wheat, barley, oilseed rape and beans we use two and sometimes all three trailers as we’re working flat out on long days.

What do you look for in a trailer?

We’re working within a radius of approximately 13 miles from base, travelling on A and B roads, therefore, we need trailers that give us confidence on the road. Reliability is key to the smooth

running of our operation and we want a durability, we put our machinery through its paces.

How do you find the performance of the sprung drawbar in relation to the ride in the tractor?

Unless you’ve used a trailer with a standard drawbar, you don’t appreciate the smoothness of ride that a sprung drawbar brings. I wouldn’t consider a trailer without a sprung drawbar now.

How does the higher opening door help with heaping, scraping and levelling beet?

We hadn’t realised what a difference this door would make prior to using one. Previously we used a teleporter on the beet clamp, which now happens very rarely. More often than not, well organised tipping negates any further pushing up before loading. In effect we’ve saved time by losing an operation, which also reduces potential damage to the crop.

Continued overleaf >



How much easier do the extra lights make when reversing up to a heap at night?

We had the extra reversing lights fitted when our original two Beeteaper trailers were refurbished by Bailey in 2015. We were so impressed that we specified them on our later trailer. These lights make tipping at night so much easier, whether we're backing up to a heap of beet or into the stores during cereal harvest, visibility is much clearer and therefore safer for the operator.

Do you run any other Bailey trailers; can you tell us what they are?

We also run a 14 tonne Bailey flatbed trailer. This trailer is used to cart fertiliser, seeds and bales, it's a real workhorse around the farm. Like our Beeteapers, this trailer is very well made, it's 10 years old and has stood the test of time fantastically well.

How would you rate the back-up from Bailey?

Absolutely first class. We are only 3 miles

from the factory, it has been easy for us to address the few breakdowns over very many years. I like the fact that at the same time that Bailey has invested in fabrication, they have also invested in the parts side of the business. Bailey build a trailer that will last for years and are prepared to back it throughout its long working life.

Can you sum up what owning Bailey trailers means to your business?

Introducing Bailey trailers to our business over 25 years ago has made a real difference to the reliability of our farm haulage operations. The trailers are very well matched to the latest tractors; therefore, we know we're safe on the roads and we're not leaving a big footprint in the field. Bailey trailers are fantastic products, from an operational and financial perspective they speak for themselves.

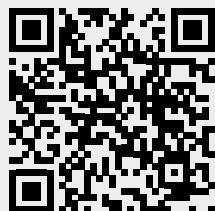
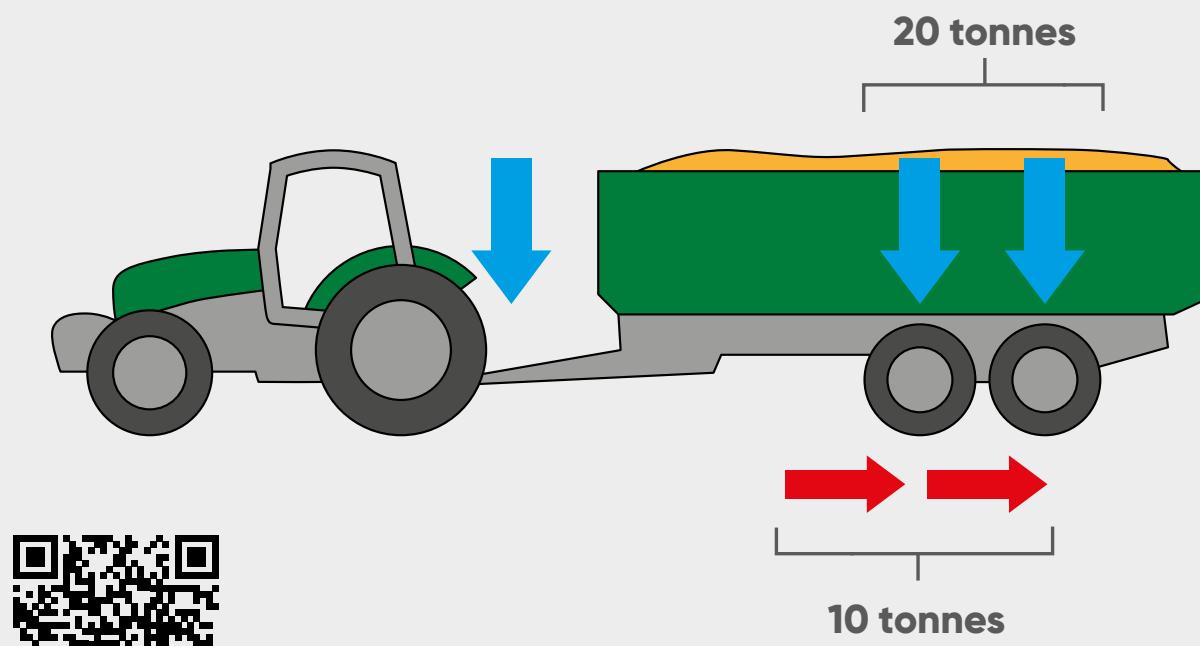
About Bailey Beeteaper Trailers

Our Beeteaper range is designed especially for transporting and heaping beet and features a unique tipping angle of approximately 60°. We fit longer side arms and rams, which enables the rear door to open higher when compared to conventional trailers. This extra clearance permits the heaping, scraping and levelling of beet to a height of around 9'. Although Beeteapers are designed primarily for beet, they are just as dependable when transporting grain and other crops.



FOR MORE INFORMATION

Braking efficiency



Brakes act to prevent the wheels from turning, generating braking forces to slow the vehicle (red arrows in illustration).

However, if the trailer is heavier, the brakes have to work harder as they have to generate more braking force to slow it down at the same rate as before.

Forces which act on a trailer during braking

How is braking efficiency calculated?

Braking Efficiency (%) = Vehicle Braking Force over Vehicle Weight x 100

For example, see illustration:

Trailer Braking Efficiency = 10 tonnes (red arrows), 20 tonnes (blue arrows) x 100 = 50%

Important: Notice how the trailer braking efficiency calculation only uses the weight carried by the vehicle's wheels? (e.g. 20 tonnes in illustration). Many trailers also transfer a vertical load onto the tractor via the drawbar. This increases the tractor's weight and adds to its own braking load. When towing a trailer, the tractor's brakes have to work harder than when travelling solo, even if the trailer's brakes are working perfectly.



THE TRAILER IN FRONT

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