

VALTRA TEAM

VALTRA

+ Valtra Driver
**raises money
for a great cause**

page 10

+ Precision farming
**with ISOBUS
and AutoGuide**

page 12

+ EU regulation
**allows 60 km/h
tractors**

page 16



Design Challenge

PEEK INTO THE FUTURE!

page 6

EDITORIAL



In the last issue I said I thought Valtra had it all; over the past few years we have renewed our complete model line-up. To this can be added our Unlimited Studio where, so long as it is legal, we can add just about anything to the tractor specification and deliver it in just about any colour combination required. All this has resulted in customers being able to purchase a tractor that meets their very personal requirements. From 75 to 405 hp through A, N, T and S Series you, our customer, have choices of transmissions, hydraulics and much more. A year ago in 2016 we defied the national trend and increased sales significantly.

For Valtra the UK and Irish tractor market has remained buoyant and in this situation we are once again able to report that sales numbers have been steadily increasing.

Valtra's sales figures are steadily increasing but it is still surprising how few owners know of the company's background. Have a look at Justin Roberts new book, The Nordic Tractor. Reviewed in these pages it should soon fill in the missing bits of what is really a fascinating history.

Mark Broom
NATIONAL SALES MANAGER



CATERPILLAR TRACKS AT ALPS 22



10



12



16

IN THIS ISSUE:

- 03** Drive without using your feet
- 04** A Series launch event is a success
- 05** AGCO Dealership widens its appeal
- 06** Design Challenge fast forwards to 2040
- 10** Valtra Driver raises money for a great cause
- 12** Precision farming with the SmartTouch armrest
- 14** Brand new Valtra front loaders
- 16** New type-approval regulation allows a top speed of 60 km/h
- 19** Valmet was a pioneer in diesel engines
- 20** Story of the Nordic Tractor
- 22** Caterpillar tracks ideal for working in the Alps
- 23** Valtra Collection
- 24** Valtra Models

06



**Automatic control using drive lever**

Adjust the driving speed with the drive lever and the system selects the optimal gear and engine speed.

Automatic control using pedals

Adjust the engine speed using the drive pedal and the systems changes gears as required.

Manual

Adjust the engine speed using the drive pedal and select gears using the drive lever.

DRIVE WITHOUT USING YOUR FEET

Valtra's N and T Series Versu models are the only Powershift tractors in the world that can be driven entirely using just the drive lever. Of course, drivers can still use the drive pedal or change gears manually, as they prefer.

The drive lever is analogue, so it accelerates or engine brakes in relation to how much the lever is moved. It also has a kick-down function that is activated when the driver pushes hard on the lever, se-

lecting a lower gear and accelerating more powerfully.

When operating the tractor with the drive lever, the driver selects the drive speed and the system automatically selects the optimal gear and engine speed. This saves fuel and makes driving incredibly simple. The drive lever also has buttons that control most implement functions, so the other hand can be kept on the wheel at all times. •

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NEWS



The launch of Valtra's latest models was instructive and inspiring. After the evening programme the guests rushed to inspect the new tractors up close.

New A Series and SmartTouch launched in the Netherlands

LAUNCH EVENT ATTRACTS OVER 1400 GUESTS

A launch event for new Valtra models was held in Klarenbeek, the Netherlands, in May-June. The event was attended by over 1400 guests, including 1300 Valtra sales representatives and 100 international journalists representing agricultural and machinery publications.

The guests did not go away disappointed, as there were plenty of new products to admire. These included the 4th generation A Series, more powerful models in the N, T and S Series, the new SmartTouch armrest that is available on the N and T Series, and new loaders for all model series. In addition, several

new services were introduced, as well as the latest offerings from the Unlimited Studio, which continues to develop rapidly.

Care was taken at the launch event to make sure that all the guests got to try the new models and features in practice. The number of participants per day was limited in order to allow sufficient time for each guest to drive different models. Guests were also addressed in their own language. The quality of dealer training ensures a high level of expertise as soon as new models are made available to customers. •

BRIDGESTONE TYRES NOW AVAILABLE FROM THE UNLIMITED STUDIO

Bridgestone's popular VT-Tractor tyres are now available from the Unlimited Studio. Bridgestone is the world's biggest manufacturer of tyres and rubber products. Formerly its agricultural tyres were sold under the Firestone brand.

VT-Tractor tyres feature VF (Very High Flexion Tyre) technology, which makes the tyres extremely durable. The same technology is used in Michelin's Xeobib and Trelleborg's VT1060 tyres.

VT tyres can be driven on fields at lower tyre pressures, which reduces soil compaction and improves yields. The sturdier structure also increases load capacity on roads, reducing the number of transport journeys, saving time and lowering operating costs.

DANISH FARMER DRIVES HIS VALMET 604 AROUND SCANDINAVIA

This summer **Kurt Frederiksen** from Denmark drove his Valmet 604 tractor all the way through Norway up to Nordkapp and back down through Finland to Denmark. The total distance covered was 5200 kilometres, and it took him 40 days. The tractor can do a top speed of 30 km/h, but in practice Frederiksen kept to 25 km/h. He slept on most nights in a camping trailer that he pulled behind the tractor.

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Editor in chief Hannele Kinnunen, Valtra Inc., hannele.kinnunen@agcocorp.com
Editor Tommi Pitenius, Medita Communication Oy, tommi.pitenius@medita.fi **Editorial** Marc de Haan, Mechan Groep, m.de.haan@mechangroep.nl // Adam Wiatroszak, AGCO Sp. z o.o., adam.wiatroszak@agcocorp.com // Luca Zanetti, AGCO Italia SpA, luca.zanetti@agcocorp.com // Siegfried Aigner, AGCO Austria GmbH, siegfried.aigner@agcocorp.com // Pamela Engels, AGCO Distr. SAS, pamela.engels@agcocorp.com // Thomas Lesch, AGCO Deutschland GmbH, thomas.lesch@agcocorp.com // Richard Miller, AGCO Ltd, richard.miller@agcocorp.com // Tor Jon Garberg, Eikmaskin AS, torjon.garberg@agcocorp.com

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Valtra is a worldwide brand of AGCO

AGCO Dealerships

CLARKE & PULMAN WIDENS ITS APPEAL

Lancashire dealership Clarke & Pulman has announced major developments in its business that will see the addition of Valtra to its tractor brand offer to farmers in the North-West – together with the opening of a new depot.

The award of the Valtra franchise for the region coincides with the acquisition of a 2-acre site at Garstang, formerly the premises Whittingham Farm Supplies, which is set to become C&P's dedicated Centre of Excellence for the Valtra and Fendt brands. The company's Massey Ferguson business will continue to operate from its existing Burscough base, with the sales territory unchanged.

Strategically, the new depot is ideally placed to serve the company's new sales territory for Valtra, which stretches from the M56 motorway in the south, up as far as the entrance to the Lake District at Tebay and then across to Harrogate.

Since it was established in 2003, the company has expanded rapidly. Within two years, for example, it had launched the UK's first on-line tractor parts website, quickly attracting customers worldwide. The business, which is owned by **Ged** and **Sarah Clarke**, serves an area from Lancaster in the north down to the M56 motorway, and from Southport across to the Pennines, west to east.

The new Garstang depot, which is more than 30 miles to the north of Burscough, will also serve to extend the Fendt sales territory in the North West as far north as Morecambe and across to the Yorkshire border

Ged Clarke explains the new set up:



Clarke & Pulman Ltd
Garstang Depot

"We regard AGCO's UK distribution strategy as being very important to our business, as this will help to generate further market share. And, after all, sales generate sales!"

"In the light of this approach, therefore, we have acquired our second depot, which, we anticipate, will enable us to sustain the rapid rate of growth achieved over the past five years. We take the view that re-investment into the company and our staff is the key to continued success."

"Our second depot will allow us to not only continue our drive for new machine sales, but also to offer first class after-sales support for Fendt and Valtra products. Our parts and service departments are very important aspects of the business and the new factory will allow us to carry a larger number and range of spare parts. In addition, we will be able to accommodate more in-house tooling and equipment, along with stocking more spare parts on the shelf for the first-time fix."

"We, as a company, understand

that our customers work a lot of hours – and, at times, all hours – and if or when they have a problem we need to be able to respond rapidly. We offer an out-of-hours on-call service and if a machine can't be fixed there and then, we provide a stand-in machine while the problem's being solved."

Now, having two depots, the business is fully aligned with AGCO distribution strategy: the existing Burscough site continuing as the sales centre for Massey Ferguson, with service facilities for all its AGCO brands, while Garstang will be dedicated to Fendt and Valtra sales and service.

"These locations will be our centres of excellence for each of the brands accordingly," states Ged. "Within them, we have dedicated specialists across all three departments – sales, service and parts – and we will ensure that extensive manufacturer training is delivered whenever it's required.

"We are very excited at being awarded the Valtra franchise and working even more closely with AGCO in the future." •

Clarke & Pulman Ltd

Garstang Depot

119 Garstang Road
Claughton on Brock
Preston
Lancashire
PR3 0PH
Tel 01995 640302



Clarke and Pulman™

Design competition offers a peek into the future

THE VALTRA TRACTOR OF 2040

Mod2 Team: Juan Garcia Mansilla, Marcos Madia, Ezequiel Castro (Argentina)

I

Mod2 is a modular, single-axle, electric and autonomous tractor unit producing 100 horsepower. The modular system is built from one base unit that can be attached to others, allowing different configurations that suit different purposes with different power demands. One axle is sufficient for the smallest tasks, three for the heaviest. There is no cab. The tractor operates either autonomously or by the farmer using a Virtual Reality Controller. The concept offers adaptability for changing conditions, and even the tyres can be expanded as needed.



Valtra Design Challenge.

A global competition for industrial designers.

Task: Design a Valtra tractor for the 2040 model year.

Time: 2 months.

Competitors: 133 groups from 41 different countries.

Main prize: 10,000 euros.

An international jury consisting of five members selected the winning entries, which were announced at a Valtra press conference in the Netherlands at the end of May.

The next Valtra Design Challenge will take place in 2018.



One axle = 100 horsepower



Two axles = 200 horsepower

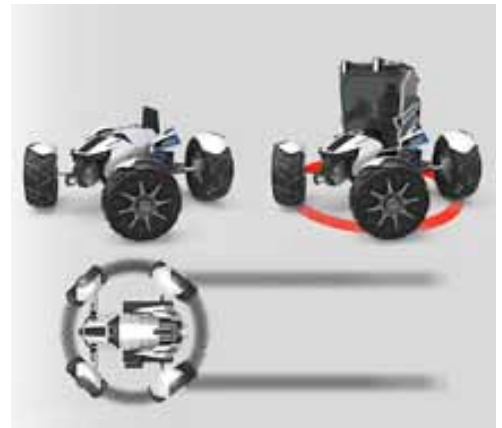
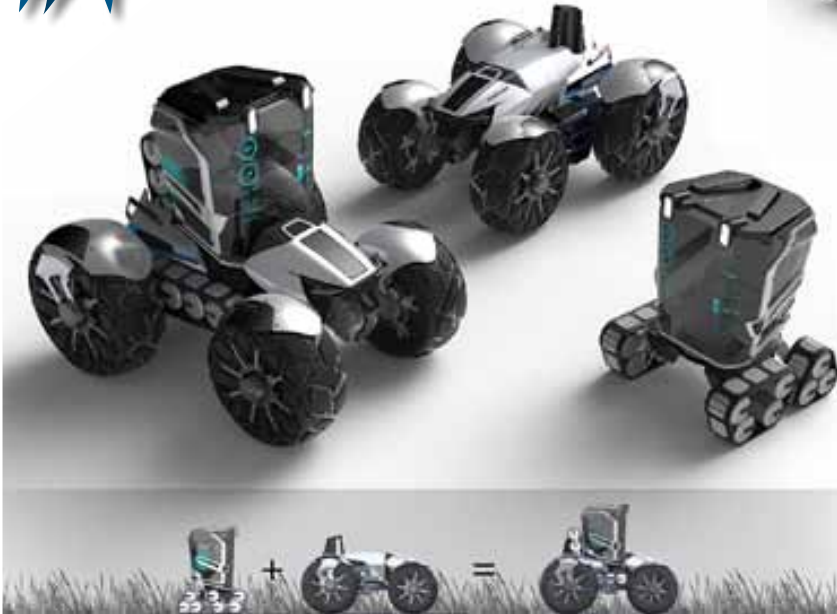


Three axles = 300 horsepower

Valtra Kronos Harsh Kamleshkumar Panchal (India)



Kronos is another modular electric tractor that comprises two units: the cab and the base unit. The cab has tracks while the base unit has wheels. Units can be combined as needed to suit the task. The tractor can turn on the spot, and the base unit can be controlled remotely from the cab unit.



Honourable Mentions Valtra Triple V Paolo de Giusti (Italy)

The Triple-V has three axles and allows the farmer to change the power supply system. Each wheel is independent with an electric motor and an active suspension system. The cockpit can be detached from the main body to become a small vehicle for small distances, and the tractor can also operate autonomously. The cockpit leans and turns like a forest machine. The axle width can be varied for use on roads or on fields.



Valtra Farmhand LPK Design Team: Paul Olvera ja Daniel Yee (USA)



FarmHand takes the modular concept to the next level, allowing the farmer to select and combine all the tractor components as needed: wheels, connecting arms, power cells and implements. The tractor is also fully networked. The system can produce data about demand, distribution and traceability of the farmer's produce. It can also provide assistance and share tips between farmers, as well as maintain contact with end users.



Honourable Mentions Valtra Companion Hubert Dabrowski (UK)

The Companion uses a hydrogen fuel cell that can be filled on the farm, just like regular diesel tractors. Each of the tyres rotates 360 degrees. The cab can be detached and driven by itself. The tractor also has very high ground clearance.



VALTRA DRIVER RAISES CASH AND

TEXT AND PHOTO ROGER THOMAS

Liz Holden in front of her S374 from Peacock and Binnington.



Holden Plant, formed and run by **Steve Holden** initially provided earthmoving plant and equipment to local developers in and around Lincolnshire. Operating successfully for many years it was a very different organisation to that which Steve runs today. In the mid 70s, like many, Steve's business was hit by the recession and contracted in size. Not one to take this type of problem lying down Steve looked around for other work, even if it meant diversifying. One area that he identified was straw, baled straw. Cherry Valley was looking for a supplier for their expanding business. Steve took on baling straw on Lincolnshire farms which he supplied to Cherry Valley.

Today with the assistance of his wife **Liz**, partner **Ian Robbins** and

wife **Mary** the straw business produces over 7,000 tonnes of rape, barley and wheat straw annually some of which goes to Cherry Valley while the remainder is delivered to mushroom growers, power stations and others locally.

"Initially we hired in tractors for the season and we must have tried just about every make available," points out Steve.

"A high horsepower machine for the baler and a lower powered machine for the turner, used to row-up and dry out straw following combining."

Eventually an N Series Valtra was supplied for the turner.

"I liked the machine but unfortunately it caught fire! We're still not sure what happened but my theory is that we were working in a field with lots of flint. Perhaps one was chipped by machinery and a hot

piece thrown up onto chaff under the cab. I was changing field and noticed some smoke and stopped to investigate," remembers Steve.

"I just had time to rescue my lunch box." Despite all this Steve liked Valtra.

"Comfortable, easy to drive and reliable. In 2016 we purchased an N174 Versu specifically for straw turning."

An important member of the team for almost 30 years is Steve's wife Liz who spends most of the summer baling and who, again, has driven a great many makes of tractor over the years. However, in January of this year Liz took delivery of 'her own' 370 hp Valtra S374 from Peacock and Binnington of Brigg. Again this was partly because of a lack of security of supply of a suitable tractor to go on the front of the big baler.

PROFILE OF BREAST CANCER CARE



Liz hard at work producing some of the 7,000 tons of baled straw.



Ladies in Pink make their presence felt.



However, it was only a couple of months later that Liz was diagnosed with breast cancer and by June she had undergone a mastectomy operation. Back at work at the beginning of harvest Liz is due for further treatment in mid September.

This potentially devastating turn of events dovetailed with Valtra announcing that they were to introduce a Pink Tractor which would travel around national shows to raise money for Cancer Research. Liz went to Peacock & Binnington, mentioned she had been diagnosed with breast cancer and that she would like to become involved with the fundraising. Liz's involvement pushed Peacock & Binnington's efforts up several notches and when the Pink Tractor appeared at the Corringham depot's open day in May it was the star of the show supported by a bake sale with cakes donated by Liz, P & B staff including marketing manager **Clare Bradley**, families and friends. A guess the number of balloons in the tractor's cab and generous donations raised over £1,500. Unfortunately the tractor was not available for the Lincolnshire show but visitors to P & B's stand over the two days were asked for donations regardless. When the Winterton show came round in early July, a Pink A Series tractor, supported by its own team of 'Ladies in Pink'

again selling cakes and fancies was in evidence at the stockman's catering tent, sponsored by P & B, where Liz has been in charge of catering for some time. Later in July the Pink Tractor made yet another appearance, this time at the Driffield Show on P & B's stand. All in all, with donations from the shows and Peacock & Binnington's open day at

Corringham, Liz Holden with P & B have lifted donations to an amazing £3,545 for Brest Cancer Care.

And the last word must go to Liz Holden. "Brest Cancer Care is wonderful, the organisation has helped me no end. I've also had a lot of help from friends and colleagues with cakes and, of course there's the support from Steve. My thanks to them all." •



N154e with V66 loader Valtra Unlimited Studio applied the pink wrap and chassis grey wheels.



The Valtra Unlimited Studio is capable of fitting just about anything from different colour wraps to special sound systems, lights, seats. Anything – so long as its legal!

TECH

Precision Farming

AutoGuide + Isobus = Precision Farming

SmartTouch ADDS A NEW DIMENSION TO PRECISION FARMING

With Valtra's SmartTouch armrest, precision farming is literally at your fingertips. Accessible via a simple touch screen, the tractor's Task Management handles your cultivation plan, AutoGuide accurately steers the tractor, and ISOBUS controls the implement. AgControl including Section Control and Variable Rate Control in turn ensure that your tractor and implement work in perfect coordination, allowing the perfect amount of fertiliser, for example, to be spread in just the right place.

TEXT TOMMI PITENIUS PHOTO VALTRA ARCHIVE

AutoGuide automated steering and ISOBUS implement control have been available on Valtra tractors for ten years already, but the new SmartTouch user interface together with other new features allow you to get the most out of these advanced technologies.

"AutoGuide automated steering and ISOBUS implement control can be purchased separately, but together they really enable precision farming. Even if you do not begin using them immediately, it is likely that you will eventually come to rely on them during the life time of the tractor," says Timo Mattila, Specialist Product Marketing.

Precision farming applications are mostly used for farming on fields. When cultivating special plants and working on large fields in particular, it does not take long for the system to pay for itself. For example, potato farmers can plant rows 3 to 5 percent closer together when using AutoGuide automated steering instead of steering manually, which means in practice you get 3 to 5 additional hectares of land per 100 hectares. If you compare the cost of the system to the rent or capital outlays for a hectare of field, then you can see how the system pays for itself in just a couple of years. In addition you also get other benefits, such as lower

fuel consumption, higher quality harvests, less consumption of fertilisers and pesticides, and easier working conditions.

Sowing demands precision down to the centimetre

The rule of thumb is that the most precise version of AutoGuide should be specified for sowing tasks, as it steers the traction with an accuracy of 2 to 3 centimetres. This is particularly true for row crop farming and special plants, but also for grains. If weeds are removed mechanically using a harrow, then the precision should be at least the same as for sowing. For spraying and spreading fertilisers and manure, the basic version

You can see how the system pays for itself in just a couple of years.



Variable Rate Control lets you vary the amount of fertiliser that you want to spread on different parts of the field.

Section Control can be used together with AutoGuide to help you maximise your yield without wasting any space also at headlands.

Section Control opens and shuts individual sprayers as needed, so you can spray irregularly shaped fields very precisely.

of AutoGuide is sufficient, as it steers the tractor with an accuracy of 20 to 30 centimetres using the free-of-charge EGNOS satellite correction signal.

“The SmartTouch armrest is perfect for operating the AutoGuide and ISOBUS systems thanks to the nine-inch touch screen. If you want to monitor other tractor functions at the same time, however, then you might want to specify a second screen,” Mattila recommends.

Valtra’s TaskDoc and TaskDoc Pro precision farming applications are compatible with most precision farming software. TaskDoc enables files to be transferred between office and tractor using a Bluetooth connection. TaskDoc Pro also lets you

transfer files using a mobile phone connection. These tools can be used to store information about all your tractor tasks.

“AgControl (Section Control) and Variable Rate Control allow fertiliser or pesticides, for example, to be spread very precisely in just the right place and just the right amount. This helps even out vari-

ations within the field and optimises your yield. The system does not use artificial intelligence, however, so you have to have a good idea about what you want to do with your fields. When your cultivation plan is ready, you can then use your precision farming applications as a tool for implementing the plan,” Mattila adds. •

HIGHER, STRONGER AND SMOOTHER

Valtra's new G Series front loaders can lift heavier loads higher and more smoothly than previous models. Valtra loaders are optimally fitted to the tractors already at the factory, ensuring the exact torque tension for the couplings and coated with the same paint as the tractor itself. Valtra loaders are also designed specifically for use with Valtra tractors. Approximately one in three Valtra tractors manufactured at the Suolahti plant in Finland is ordered with a factory-fitted front loader.

The adapters are specially designed for Valtra frames so they do not restrict the turning circle. The super strong cast iron adapters have several connection points that evenly distribute loads from the loader to the chassis. The adapters are designed so that they do not obstruct regular maintenance tasks, such as changing fuel filters.

The hydraulic piping is protected inside the beams. All visible hoses are now braided to protect them from damage.

The beams are now more curved to improved visibility both front and rear. The beams are welded by robots and undergo a 12-point powder coating process. Moulded and tempered parts are used at the ends and creases.



The SmartTouch armrest with separate joystick allows fast and precise control of the front loader. The Live 3rd function at the end of the joystick enables analogue control of one of the loader hydraulic valves, increasing the oil flow the more you turn the switch.

Lock & Go quick couplings and support legs allow the loader to be attached and detached in less than a minute. The loader can rest fully on the support legs, and no tools are required for attaching or detaching the loader. There are no removable parts that can be lost.

The crossbeam has been lowered and turned 15 degrees to improve visibility. The SoftDrive loader suspension and hydraulics are protected inside the crossbeam.

AN AWARD WINNING TRACTOR WHEN YOU WANT IT



The sheer number of awards demonstrates the success of Valtra's fourth generation N and T Series tractors.

EcoPower models allow quick change from Standard to Eco mode at the simple touch of a button. The perfect choice for heavy work, delivering up to 10% reduction in fuel consumption, less friction, less power loss and longer engine life.

Now is the time to speak to your local Valtra Dealer. Test drive one of our multi-award winning tractors and find out how EcoPower can benefit both your pocket and the environment.

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Valtra is a worldwide brand of AGCO.


VALTRA

WITH ECOPOWER WHEN YOU NEED IT



YOUR WORKING MACHINE





The EU regulation allows a top speed for tractors of up to 60 km/h and requires compressed air brakes for heavy trailers. Local traffic laws and driving license requirements still apply, however.

SPEED LIMIT UP TO 60 KM/H AND BRAKES ON TRAILERS

The EU Regulation 167/2013 governing the type-approval of agricultural vehicles shall take precedence over all other regulations within the EU, Norway, Switzerland and Iceland as of the beginning of 2018. The biggest changes are the increase in the top speed of tractors up to 60 km/h under certain conditions and revised brake regulations for trailers.

TEXT TOMMI PITENIUS PHOTO VALTRA ARCHIVE

Tractors registered in Europe after 1 January 2018 will be different from those registered this year. For example, all Valtra tractors will have to have compressed air systems for trailer brakes, and the optional top speed of N and T Series tractors will be 57 km/h.

“This represents the biggest change since we shifted from national type-approval to EU type-approval. The new regulation will do away with most of the remaining national regulations. For example, the old regulation recognised a top speed of only 40 km/h, while higher speeds were national exceptions. As of 2018 the top speed will be either 40 or 60 km/h throughout Europe,”



Product Manager at VTT Expert Services Oy.

Stickers, handles and rounded corners

As a result of the EU regulation, many small changes will be made to new tractors that tractor buyers might not even notice. For example, the shape of the type-approval plate will be different, access to some tractor models will be made easier by means of a new handle, emergency exits will be indicated by a warning sticker, a small wide-angle mirror will be added to the bottom of side mirrors, and some of the sharp edges on tractors will be rounded, both inside the cab and outside along the sides of the tractor.

“Valtra’s new A Series and N and T Series tractors with SmartTouch have complied with the EU regulation from the start. Our other model series have been modified during the autumn in accordance with the regulation,” Häyrinen confirms.

All new Valtra tractors sold in Europe after 1 January will have a compressed air system. The regulation also requires tractors and heavy trailers to be fitted with a two-way brake system that automatically activates the brakes if the trailer comes off. Trailers with compressed air brakes are already common in Germany and Eastern Europe, for example, but not so much in France or Spain. In the UK and Nordic countries, only the heaviest trailers and implements have had brakes.

The condition for the new top speed of 60 km/h is dependent on certain conditions, such as deceleration performance, but these conditions are less strict for tractors with a top speed of 40 km/h. Manufacturers can also type-approve models with multiple top speeds. In practice the top speed of Valtra’s T and N Series tractors will be either 43, 53 or 57 km/h. Furthermore, even if a tractor is type-approved for 60 km/h, traffic laws or driving license requirements in many countries restrict the top speed or which drivers can operate such vehicles. •

explains **Karri Häyrinen**, Technical Legislation Engineer at Valtra.

Some national differences will still remain. For example, traffic laws and driving license requirements, which apply also to the use of tractors, will still be decided nationally. Similarly, local insurance companies can set their own conditions. Furthermore, manufacturers and importers can apply for extensions, but these will not be granted automatically. Manufacturers of trailers and towed implements will have a transition period for installing two-way brakes. Type-approval is not required at all for trailers

and implements in some countries.

“The EU regulation is designed to improve safety and efficiency. The regulation has numerous subsections related to brakes, warning stickers, masses, access roads, sharp edges, mirrors and other safety considerations. The higher top speed in turn will improve productivity, as the size of European farms is growing and farmers have to travel longer distances between fields. Lastly, regulations will be standardised between different countries and different vehicle categories,” says **Matti Serenius**,

BRIDGESTONE

Get more out of nature today... and tomorrow

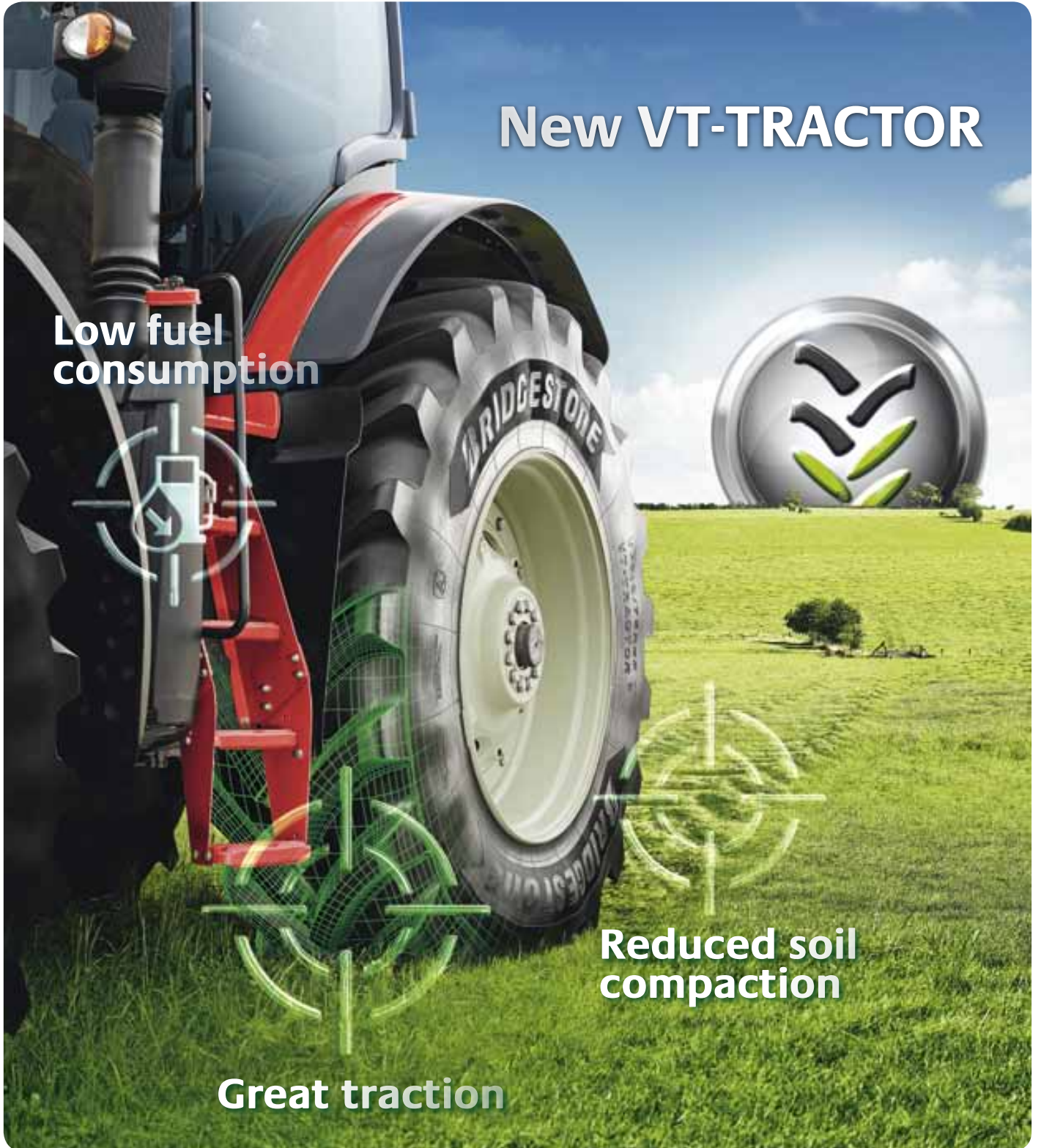
New VT-TRACTOR

Low fuel
consumption



Reduced soil
compaction

Great traction





The Valmet 361 was one of Valmet's first diesel tractors. The three-cylinder, liquid-cooled direct injection engine was ahead of its time. Other tractor manufacturers introduced similar engines only years or even decades later.

creased output, up to 46 horsepower, once again responded to the needs of farmers. The next changes were made without changing the model designation when Valmet introduced a locking differential and cushioned driver's seat in 1962. At the same time, an engine hour meter became standard.

Once diesel tractors had been embraced by farmers, the time was ripe to introduce a new model. The Valmet 565 was launched at the end of 1964. It still had a three-cylinder engine, but power had been increased to 52 horsepower. The biggest change was to the transmission, as all the gears with the exception of first were synchronised. There was also a synchronised range gear. Valmet tractors now stood out clearly from the competition, as reflected in sales numbers: already in 1965 the Valmet 565 was the best-selling tractor in Finland.

Diesel tractors developed rapidly in the late 1950s and early 1960s. Whereas the first three-cylinder models produced around 40 horsepower, these days they produce three times the amount of power. •

DIESEL'S FIRST STEPS

In the mid-1950s the Valmet 20 tractor was a common sight on Finnish fields. At the same time Valmet was designing bigger tractors powered by diesel engines. When this design work began at the Linnavuori engine plant, engineers were faced by many alternatives: air or water cooling, direct injection or prechamber engine, number of cylinders? The engineers at Valmet ultimately decided on a three-cylinder, liquid-cooled direct injection engine.

The resulting 309D engine was the first of its kind in the world. Volvo in Sweden had previously introduced its T BM 35 and 36 models, which had similar engines, but the difference was in the maximum output engine speed: 1600 rpm for the Volvo engine compared to 2000 rpm for the Valmet 33D. Over the following decades other tractor manufactures also introduced water-cooled, high revving, multiple cylindered direct injection engines.

The Valmet 33D was unveiled in 1957. It arrived on the market in the

right size and at the right time. A further improved version, the Valmet 359D, was launched in 1959. The biggest changes included the introduction of a separate hydraulic fluid chamber for the transmission and moving the dials to the dashboard. Otherwise the two models were very much the same. Prices were also competitive with the offerings of other manufacturers. These models also enabled Valmet to begin exporting tractors in sizeable quantities to China and Brazil.

Valmet knew that it had to strike while the iron was hot, so it launched another new model – the Valmet 361D – in 1960. The new look and in-

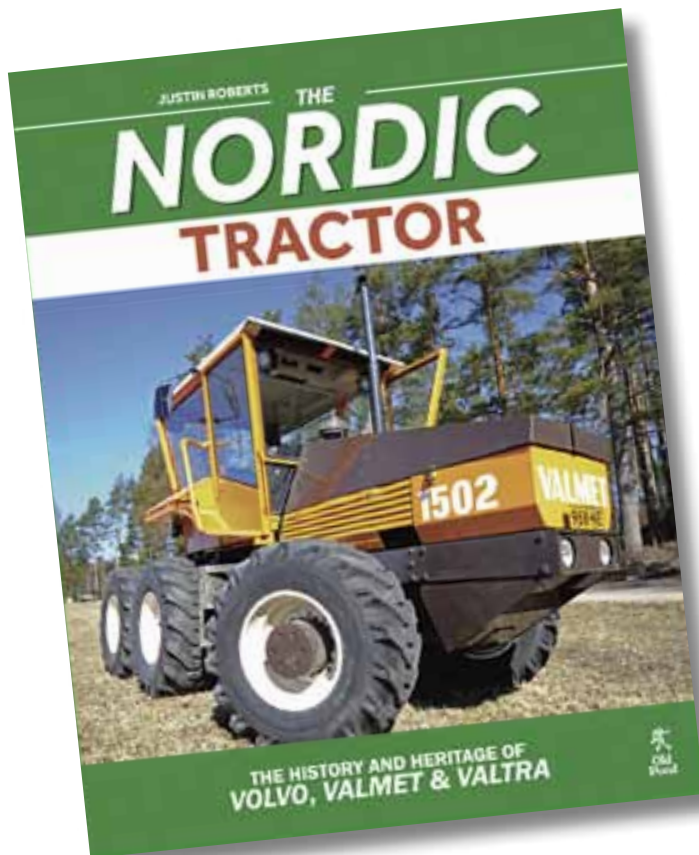
VALMET DIESEL TECHNICAL FEATURES

	Engine	Output	Speed	Tyres	Mass
33D	309D / 2,7 l / 3-cyl	37 hp / 2000 rpm	1,2-28,5 km/h***	front 19" rear 28"	1700 kg
359D	309D / 2,7 l / 3-cyl	37,5 hp / 2000 rpm*	1,2-28,5 km/h***	front 16" rear 24/28"	1790 kg
361D	310B / 2,7 l / 3-cyl	46 hp / 2000 rpm**	1,2-28,5 km/h***	front 16" rear 24/28"	1820 kg
565	310A / 2,7 l / 3-cyl	52 hp / 2250 rpm**	1,2-30,4 km/h***	front 16" rear 24/28/32"	1930 kg

* [crankshaft power] ** [SAE] *** 800 / 2 000 rpm

STORY OF THE NORDIC TRACTOR

TEXT ROGER THOMAS PHOTO VALTRA ARCHIVE



Published by Old Pond, **Justin Roberts'** new book of Volvo Valmet and Valtra is one of a very few written on the history of the AGCO company Valtra. The book starts by delving back into the companies' interesting pre-history in the 18th and 19th century. The book also looks briefly into history of the region including Sweden's iron ore industry that supplied Sheffield amongst others. Bringing the story into the 20th century there is an outline of Munktell's early days when large stationary steam engines and traction engines were produced. Chapter 4 brings us into the current era with the introduction of Munktell's first internal combustion engined tractor. The author also

takes a look at other manufacturers as they enter this expanding market including the Finnish Kullervo, arguably as advanced as the Fordson F.

Post-war era as time of mergers

Having dealt with WWI and WWII and their effect on the area's industry, very different in Finland and neutral Sweden, Justin Roberts moves into more familiar post war territory and the merger, first between Bolinder and Munktell and then with Volvo (BM Volvo). That done focus then changes to Finland, a very different situation that is well explained. The Finns picked themselves up from lean, post-war years with the government insisting factories should cease all military production, re-

tain all jobs and recommence production of products for civilian use. Roberts explains how Englishman, Captain Pobjoy, was introduced into the company and asked to produce a tractor. The Pobjoy tractor is explained but it was its failure that led to the installation of Mr **Olavi Sipila** as head of tractor development and production. The book also looks into other early Finnish tractor developers and manufacturers before moving on to the more modern company development including factories in Brazil, Tanzania and Portugal. Importantly there is a section on the marriage between Volvo and Valmet – The Nordic Tractor range. Valmet was always an early innovator, often bringing features to market that were later copied by others and



the book looks at several of these including the integral cab and the introduction of a range of colours, a feature that, after many years, remains unique to Valmet then Valtra.

Engine plant as part of the company

No company history would be complete without mention of the Linnavuori engine plant and this is dealt with in detail, from the very first days as the Valmet engine factory to the current modern, much automated AGCO Power facility. Engine de-

velopments and their markets are explained which takes some space because like Valmet tractors Valmet engines were, still are, leaders and innovators.

The period of sale by Finland's government gets a mention with the introduction of Sisu, Valtra Valmet and finally Valtra plus purchase of the company by AGCO is given careful consideration. A time when the range expanded considerably making Valtra more acceptable on larger farms.

This is an interesting book delv-

ing not only into the history of Valmet and Valtra, but also the background of Finnish, Scandinavian and world markets, leading to the company's establishment and many of the important events in this fascinating history. Old tractor and farm machinery enthusiasts will want to buy this well written book by Justin Roberts but, so should anyone with an interest in engineering, tractor production and agriculture generally. It explains much of the company and industry's background. •



T214 Direct at an Alpine ski resort

WORKING AT HIGH ALTITUDES

TEXT CHARLOTTE MOREL PHOTO AG TRACKS

Silvio Martinod is responsible for piste maintenance, including the purchase and maintenance of service vehicles at the ski resort of La Plagne in Savoie, France. Silvio leads a team of 60 people in winter (mainly drivers) and 7 in summer. **Frédéric Olivier** is the main driver of the resort's Valtra T214 Direct, which gets to work at high altitudes.

The Valtra T214 Direct was purchased in 2016. In winter the tractor is used to prepare all the cross-country pistes and to transport snow if there is a shortage. For this purpose it is equipped with a snow plough at the front and a snow cutter with furrowers at the back. In summer the Valtra is used to rehabilitate the slopes – including stone picking, crushing and levelling – and to transport soil, compost and rocks.

The tractor is especially versatile as it can be equipped with caterpillar tracks in winter and agricultural wheels in summer, making it the only machinery at the resort that runs all year round. Since its purchase the tractor has already performed 750 hours of work.

In 2017 the resort ordered a new

tractor from their local dealer, Serge Monod Equipement. This machine will be equipped with options including TwinTrac reverse drive, a Skyview forestry cab, LED lights and other features.

Excellent versatility and dealer service

The fleet director is satisfied with his dealer Serge Monod Equipement based in Francin in Savoie, as well as with the Valtra brand. "When I buy a machine, above all I buy after-sales service. Purchasing a machine is nothing; everything is about the service you get afterwards. Valtra is also well known and recognised, so I trust Serge," Silvio Martinod confirms.

Several reasons prompted Silvio to choose the Valtra T214 Direct – in particular, its versatility. It can perform piste grooming work in winter thanks to its caterpillar tracks, as well as transport work in summer when equipped with tyres. The tractor's factory warranty is not valid when using caterpillar tracks.

"It's a very comfortable vehicle to drive. With this machine I feel more at ease when I leave the roads, which

wasn't the case with the trucks I used before," driver Frédéric Olivier adds.

The highlights for Olivier are the tractor's comfort, visibility, soundproofing and ease of handling. Equipped with all the "winter" options, such as wide area windscreen wipers and heated windows and mirrors, as well as effective heating, the tractor is well suited to cold winter temperatures.

The resort's goal is to preserve the mountain with machines that cause minimal damage, dust and noise. Silvio is also looking forward to testing various other implements with his Valtra. •

La Plagne, Savoie, France

Staff 730 employees in winter, 150 in summer

Usable area 500 ha of ski slopes

Machinery Valtra T214 Direct equipped with caterpillar tracks in winter and wheels in summer, plus trucks, tracked vehicles, quad bikes and snowmobiles.

Types of work Construction of cross-country ski pistes, snow transport for winter work. Stone removal and crushing, transport, levelling of cross-country ski pistes.



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your local **Valtra dealer!**



£ **1310**

TOY TRACTOR

This plastic toy tractor has rounded forms and tyres that turn easily, making it safe for even the youngest drivers. Length: approx. 25 cm. Colour: metallic blue. Recommended ages: +12 months. Product no. 42701900



£ **1460**

GIRLS T-SHIRT

Red long-sleeved t-shirt with soft carbon finishing and glitter print on front. Materials: 92% cotton, 8% elastane. Sizes: 92/98-140/146. Product no. 42806513-7



PLAY SET

This set comes with two tractors in different colours, a trailer and farm animals. Tractor length: approx. 7 cm. Recommended ages: 3+. Product no. 42801909

£ **1310**



£ **1460**

BOYS T-SHIRT

Long-sleeved t-shirt with print on front. Colour: mottled grey/black. Materials: 80% cotton, 20% polyester. Sizes: 92/98-140/146. Product no. 42804402-6



WINTER JACKET FOR MEN OR WOMEN

Lightweight and soft detachable liner provides warm insulation, while the outer material protects light rain. Waterproof rating of 3000 mm, breathability 3000 g/m²/24h. The jacket has several zippered pockets and a breast pocket.

The women's model has an adjustable hood, cuff straps and adjustable hem. Sizes: S-XXL. Mottled red. Product no. 42700312-6

The men's model has a removable hood and adjustable hem. Sizes: S-XXXL. Mottled grey. Product no. 42700302-7

£ **10420**



£ **6310**

WOOLLEN SWEATER

Multifunctional woolen sweaters with buttons. Inside collar has contrasting ribbing. This patented knitwear features high-quality and comfortable wool mix. Sizes: XS-XXXL. Product no. 42703201-7

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Valtra Models



A SERIES

MODEL	MAX. HP*	
	STANDARD	BOOST
A74	75	
A84	85	
A94	95	
A104	100	
A114	110	
A124	120	
A134	130	



T SERIES

MODEL	MAX. HP*	
	STANDARD	BOOST
T144 HiTech	155	170
T154 HiTech	165	180
T174 Eco HiTech	175	190
T194 HiTech	195	210
T214 HiTech	215	230
T234 HiTech	235	250
T254 HiTech	235	271
T144 Active	155	170
T154 Active	165	180
T174 Eco Active	175	190
T194 Active	195	210
T214 Active	215	230
T234 Active	235	250
T254 Active	235	271
T144 Versu	155	170
T154 Versu	165	180
T174 Eco Versu	175	190
T194 Versu	195	210
T214 Versu	215	230
T234 Versu	235	250
T254 Versu	235	271
T144 Direct	155	170
T154 Direct	165	180
T174 Eco Direct	175	190
T194 Direct	195	210
T214 Direct	215	230
T234 Direct	220	250



N SERIES

MODEL	MAX. HP*	
	STANDARD	BOOST
N104 HiTech	105	115
N114 Eco HiTech	115	125
N124 HiTech	125	135
N134 HiTech	135	145
N154 Eco HiTech	155	165
N174 HiTech	165	201
N134 Active	135	145
N154 Eco Active	155	165
N174 Active	165	201
N134 Versu	135	145
N154 Eco Versu	155	165
N174 Versu	165	201
N134 Direct	135	145
N154 Eco Direct	155	165
N174 Direct	165	201



S SERIES

MODEL	MAX. HP*	
	STANDARD	BOOST
S274	270	300
S294	295	325
S324	320	350
S354	350	380
S374	370	400
S394	400	405



*ISO 14396

**YOUR
WORKING
MACHINE**