

# VALTRA TEAM

**VALTRA**

+ Biogas tractors  
**Developed  
to meet  
users needs**

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+ AutoGuide  
**An efficient  
tool for small  
farms**

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+ Valtra  
**Set in  
Stone**

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**New T Series**

# MACHINE OF THE YEAR

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**EDITORIAL**



**L**ast November Valtra introduced a brand new series of tractor – The fourth generation T Series.

With engine powers ranging from 141 hp to 215 hp T4 models were first mooted in the late 1980s when engineers were given a blank sheet of paper – or was it a computer screen? From that blankness a new tractor was put together piece by piece: engine, cab, a new transmission (as well as the tried and tested Direct and Versu). The new model was produced in various prototypes and these were tested in the laboratory and the field; 40,000 hrs of testing on some units. Finally came the launch date, November 2014. But it did not rest there.

Sales brochures had been produced, driver's manuals and a host of other support items. The British and Irish agricultural press gave the tractor deserved accolades – pages of it!

In January 2015 came LAMMA at Peterborough, England and hot on its tail the FTMTA exhibition at Naas, Ireland. At both events queues formed to take a look at the new T4 machines. Then came the roadshow – 20 locations in under a month.

We're proud of our all new tractor and we've done our best to make sure every one had a chance to see it. If you haven't seen the New Valtra T Series they're coming off the production line you read this and dealers have demonstration machines. Go see one – Now. It will be worth the effort.

Mark Broom  
NATIONAL SALES MANAGER



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## FIRST NEW T-SERIES REACH CUSTOMERS



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Fourth generation T Series

**Innovation**



**MACHINE  
OF THE YEAR 2015**

## **MACHINE OF THE YEAR**

The new Valtra T Series has been named Machine of the Year at SIMA, the Paris International Agri Business Show. The jury consisted of 19 independent agricultural journalists representing 17 European trade magazines in France, Germany, Poland, Romania, Denmark, Croatia, Hungary and Sweden. Competition is organized by Terre-net in France and German publisher DLV. The awards are presented annually at the SIMA and Agritechnica shows in

turn. SIMA and Agritechnica are two of the biggest agricultural shows in the world.

The T Series was selected Machine of the Year in the 180–280 horsepower category. Altogether there were 17 different categories, and the winners were selected from 94 nominees. The jury paid special attention this year to innovation and user usability. •

[valtra.co.uk](http://valtra.co.uk)

# NEWS



The launch of the new T Series in Germany was a big success, with dealers and importers placing orders for over a thousand tractors.

## NEW T SERIES LAUNCH ATTRACTS 1 500 GUESTS

TEXT TOMMI PITENIUS PHOTOS VALTRA ARCHIVE

**A**round 1500 dealers, importers and journalists attended the launch of Valtra's new T Series in Wörth am Main, Germany, last November.

The launch event was spread over two weeks with around 150 different guests attending each day. The guests got to find out more about the new tractor first at an evening event and the following day in practice on the field. The guests were

offered the chance to familiarise themselves with the new T Series from as many perspectives as possible. They could drive the tractor on the field with a harrow or plough, drive it on the road, use it with a front loader and try out the TwinTrac reverse-drive system.

Altogether 11 new T Series tractors were available, allowing sufficient time for each guest to enjoy a comprehensive test drive.

The convenient servicing and maintenance features of the new T Series were also demonstrated.

The new T Series received a positive reception, and over a thousand new units were ordered by importers and dealers. The first tractors were delivered to Finland, France and Germany. Deliveries to other countries began soon afterwards as production was ramped up over the winter. •

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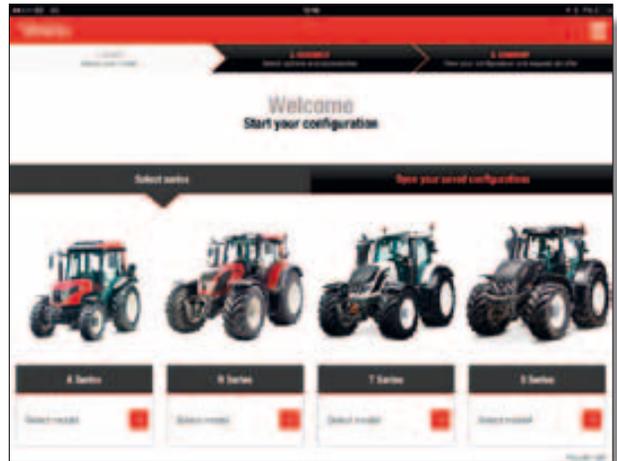
Valtra is a worldwide brand of AGCO

# CONFIGURE YOUR NEW VALTRA IN COMFORT AND AT HOME

Valtra have announced a new App for mobile phone users enabling users to configure their next Valtra tractor from the comfort of their favourite chair.

Years ago Valtra became the first tractor manufacturer to build tractors to specific customer requirements and specification. (Not as many other manufacturers do; take a tractor from stock and expensively adapt it.) Now Valtra have taken this process one stage further by introducing an iPad App that will enable customers to sit in comfort and build up the specification of a new Valtra tractor.

iPad users can simply open up the App Store and in the search box type in Valtra. The user will then be offered a range of suggestions. A simple tap on the correct icon and *Valtra Configuration* will appear and commence downloading. A further tap on the red Valtra icon



The Valtra page in App Store. Tap on Configurator to download and get to work specifying a new tractor

and you're away – all the latest models from which to choose. Simply tap on the required model and start configuring a machine to meet your specific farming or contracting requirements.

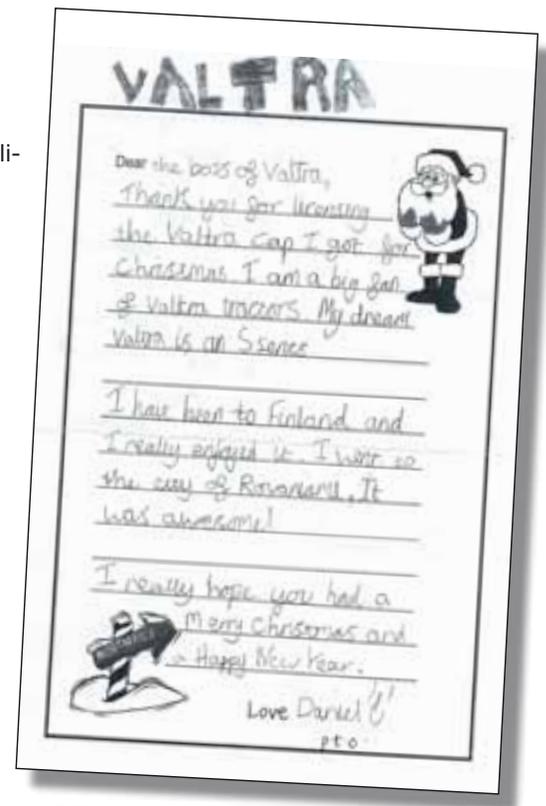
It certainly is not difficult – and it's free. •

## SANTA – HIS HOME IS IN FINLAND

We're not sure if the Boss of Valtra and Santa are one and the same person. Sometimes we think they are, after all Valtra is the official supplier of tractors to Santa whose home, as we all know is of course in the north of Finland.

However when a letter like the one you read here arrived in **Jari Rautjarvi's** office at Valtra HQ in Finland he had to get in touch with Santa and organise something. A real S Series was out of the question

– **Daniel** is not old enough to drive, even on a private road. The next best thing was a model and Daniel is seen here with his dad **Bruce** (standing) from **Alan Snow** Agricultural Engineers Ltd and Valtra Area Manager, **Gareth Jones** at a surprise presentation at Daniel's school in Cornwall. •



A photograph showing three men with a white Valtra T4 tractor. One man is standing on the tractor's steps, another is sitting in the driver's seat, and a third is partially visible behind him. The tractor has a large black tire with 'VALTRA' written on it. The background shows a building with a sign that says 'Medio' and 'le'.

Christian Horn and Ralf Geißler are happy with the new T4 which they received from their dealer Udo Seibert (from right to left).

**Ralf Geißler praises the compact design and maneuverability of the new T-series, as well as its new roof windows, which become handy in collection of straw and hay bales.**

First 4th Generation T Series Reach Customers

# VALTRA FROM EXPERIENCE

Coinciding with the launch of the new T-series in November 2014, the factory in Suolahti, Finland, began mass production of the newly developed and extensively tested tractor range. Across Europe, including in Germany, the first machines are already working on farmland and with contractors. We were present at one of the handovers, and talked to the new owners.

TEXT THOMAS LESCH PHOTOS VALTRA ARCHIVE



**A** white T174e Direct with front loader and AutoGuide system stands on the forecourt of our dealership, Udo Seibert LKG in Babenhausen, Hesse. The tractor was purchased through the Machine Maintenance, Soil Cultivation and Landscape Management Association of South Hesse (MBLV in German) for a group of members. The MBLV is not a machinery syndicate in the usual sense of the term, but operates under a different model. For more about the MBLV, see page 9.

The three members of the MBLV who will share the new Valtra are already long-standing Valtra customers as their group already uses a T202 and an N142, which were also acquired through the MBLV. The new T-series will replace the N142. The businesses of **Ralf Geißler, Manfred & Christian Horn and Wolfgang Geißler** are confident with the Finnish technology and dealer support; the first of them is still running a Valtra N92. The farmers cultivate a total of 350 hectares of arable land and 50 hectares of grassland, which are individually financially managed.



**The three member businesses of MBLV have confidence in Finnish technology and local dealer support.**

The group has invested in private machinery co-operatives since 1995, and also through the MBLV since 2010. The arable land is subject to a very broad crop rotation. Wheat, barley, spelt and rye form the largest share with around 200 hectares; sugar beet accounts for around 35 hectares, and the remainder is planted with maize, rape, fennel and, on the Horn farm, turf is also produced. The soil quality varies from 20 to 70 merit points, averaging out at 35. This permits an average yield of 70 decitonnes of wheat per hectare. When necessary, the grain is dried and stored on site, and marketed directly to a mill. The grassland is used for hay production, which is used in over 60 horse stalls on the farms. The necessary straw and oats are also produced on site.

Due to the mostly sandy light land and low rainfall, all three farms are irrigated from wells or rivers. The light soils are fertilised with horse manure and ploughed; the heavier-soiled fields are cultivated. The T-series will have plenty of work



The new cab convince the customer. Also the C3000 display is already installed for the AutoGuide GPS system.

over the next few years. Sowing, crop protection, fertilising, tillage, and transport should add up to 1,000 hours per year. The AutoGuide parallel driving system with its C3000 terminal and RTK precision will prove extremely helpful, and the front loader will also get plenty of use for the collection of straw and hay bales, yard work, or Ralf

Geißler's horticulture and landscaping operations, the compact design and maneuverability of the new T-series, as well as its new roof windows, have impressed the company. Additionally, the three farms chose Valtra because of their compatibility with other machines within the MBLV. We wish them much continued success with our tractors. •



The handover on the yard of Seibert LKG in Babenhausen: from left: Reiner Haas (managing director MBLV), Udo Seibert, Ralf Geißler, Ludger Heydler (area sales manager Valtra) and Christian Horn.

## ABOUT THE MACHINE MAINTENANCE, SOIL CULTIVATION AND LANDSCAPE MANAGEMENT ASSOCIATION OF SOUTH HESSE (MBLV)

Originally planned as a machinery syndicate, the MBLV was founded in 1992 as a water and soil management association. This association is not a registered society like a machinery syndicate, but is a public company which, thanks to an amendment to the Hesse Water Board Act, is also permitted to invest in the typical activities of a machinery syndicate. The 550 members – mainly farmers, but also dealerships and municipalities – benefit by purchasing their machines through the MBLV.

The system works as follows: A group of members (at least three) makes a decision to use a machine. This is then purchased by the MBLV

(with third-party finance) and made available to the members. They have the right, as well as the obligation, to use it. Group members document usage during the year and record everything in vehicle logbooks. At the year end, all machine costs are collated by the MBLV and billed to the group according to their use. The costs of operating resources, such as diesel or AdBlue, are paid for by each member individually (e.g. a tractor always leaves the farm with a full fuel tank). To ensure that the machines are maintained in good condition, a chairman is appointed in the group for each machine, who is responsible for the machine and coordinates use. Additionally the MBLV

arranges a so-called "association show", where machines are visited unannounced and tested by a group of inspectors.

The association is funded through a small fee. For the members, this has the benefits of transparent, independent accounting of the pooled machinery, increased capacity utilisation resulting in lower costs and, not least, higher liquidity for the individual farms, as machines are financed through the association. These advantages are also evident in the growth of the MBLV as, while the number of members has remained roughly constant, the area farmed by the members is increasing. •



The new T series was introduced to dealers and press in Germany and to UK customers at LAMMA.



**New T-series Launch & Road Show**

# THE ROAD TO SUCCESS

TEXT AND PHOTO ROGER THOMAS

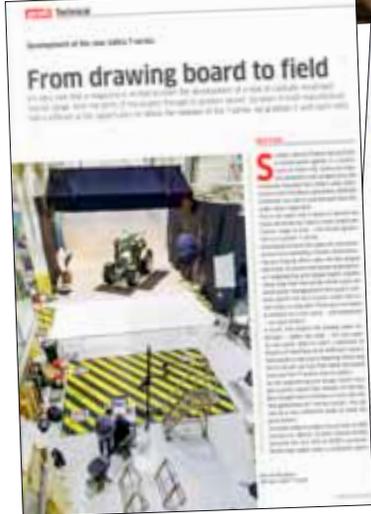
Last autumn dealers and journalists descended on Wörth am Main, Germany, for the launch of the 4th generation Valtra T Series. This was an important event, as the T4 has been designed and developed from a clean sheet of paper – or blank computer screen if you prefer!

The new T Series tractors were unveiled at a conference centre, but the very next day guests had the chance to drive them in the field.

The new T Series features a wider, lighter and roomier cab, new engines and different hydraulics. In addition, Valtra Active models are also now available alongside the established Direct and Versu models. The Active models offer revolutionary powershift technology with mechanical load-sensing hydraulics, a hydraulics assistant, and separate hydraulic and transmission oils. The driver can choose between automatic and

manual mode. The press reviews said it all!

As Christmas approached it was obvious that the new T Series would be a success, as enquiries kept pouring in. Early in the New Year the LAMMA show in Peterborough, England, was followed by the FTMTA exhibition in Naas near Dublin, Ireland. Again crowds gathered to get a look and see what the fuss was all about – and they were



Continues on page 15 ...

## FIRST FOURTH GENERATION T SERIES TO SHROPSHIRE

The first retail sale for a new T4 – a 210hp T194 – came from **Bill Preston** of P G Preston & Sons of High House Farm, Rowton in Shropshire. This Bill's eighth Valtra and like several before it was purchased from Edwards and Farmer of Bayston Hill near Shrewsbury. The T194 was handed over at the Valtra Road Show held at Edwards and Farmers premises in early March. Bill will admit he enjoys driving Valtra and this is his third with a Direct CVT transmission. His first was a T162 and again, this was the first Valtra with a CVT transmission to be retailed in the UK. There then followed a T203 which in 3 years clocked up 3500 hours before this most recent change. Bill Preston spends most of the time operating in a wide range of organic vegetable crops grown under contract for a leading supermarket and finds the Valtra provides him with the type of accurate control required for working in this type of organic crops.

As Rupert Farmer reports, Bill finds his Valtra extremely reliable.

"He has the tractor serviced on the button according to 'the book' but other than that we have very little to do with it as, like so many other Valtras, it is extremely reliable. When Bill changes his tractors they're very easy to sell on as used machines." •



Gareth Jones of Valtra with Rupert Farmer, customer Bill Preston and Robin Edwards with the new T194, the first T4 to be retailed in the UK.

# NEW GENERATION OF BIOGAS TRACTORS

Valtra began limited series production of biogas tractors a few years ago. Since then the tractors have been further developed, and now the latest dual fuel models have been launched. The N103.4, N113 and N123 models are available with the HiTech 3 or HiTech 5 transmission.

TEXT TOMMI PITENIUS PHOTOS VALTRA ARCHIVE

**T**he development of biogas tractors has been based on the needs of users, who expect them to operate exactly the same in all tasks, in all conditions and with all equipment whether they are run on diesel or biogas. Essentially, the operator should not notice which fuel is being used. Other key principles include maintaining a high level of efficiency, optimising the use of biogas and controlling emissions. For tractor owners, using biogas as a fuel can also mean significant savings in fuel costs.

Dual fuel tractors can be run on

diesel alone or on a mix of diesel and biogas, in which case a small amount of diesel is required for combustion. In order to run on biogas alone, the engine would require spark plugs, in which case it could not be run on diesel alone.

Whereas Valtra's first biogas tractors ran on a fixed mixture of 83 percent biogas and 17 percent diesel, the new models alter the ratio dynamically according to the driving conditions. For example, after cold starting the engine, it can run completely on diesel, whereas after hard use it can run on up to 90 percent biogas.

The N103.4, N113 and N123 HiTech and HiTech 5 biogas tractors are manufactured at Valtra's Unlimited Studio.

## Developed in Sweden and Germany

Valtra's biogas models have been developed in cooperation with the Swedish government financed MEKA project and a project sponsored by the state of Bavaria in Germany. One of the objectives of the Swedish project has been to obtain measurement data that could be used for Swedish and possibly EU legislation, as registering biogas



# The development of biogas tractors has been based on the needs of users.

tractors currently still requires special approval due to the lack of legislation.

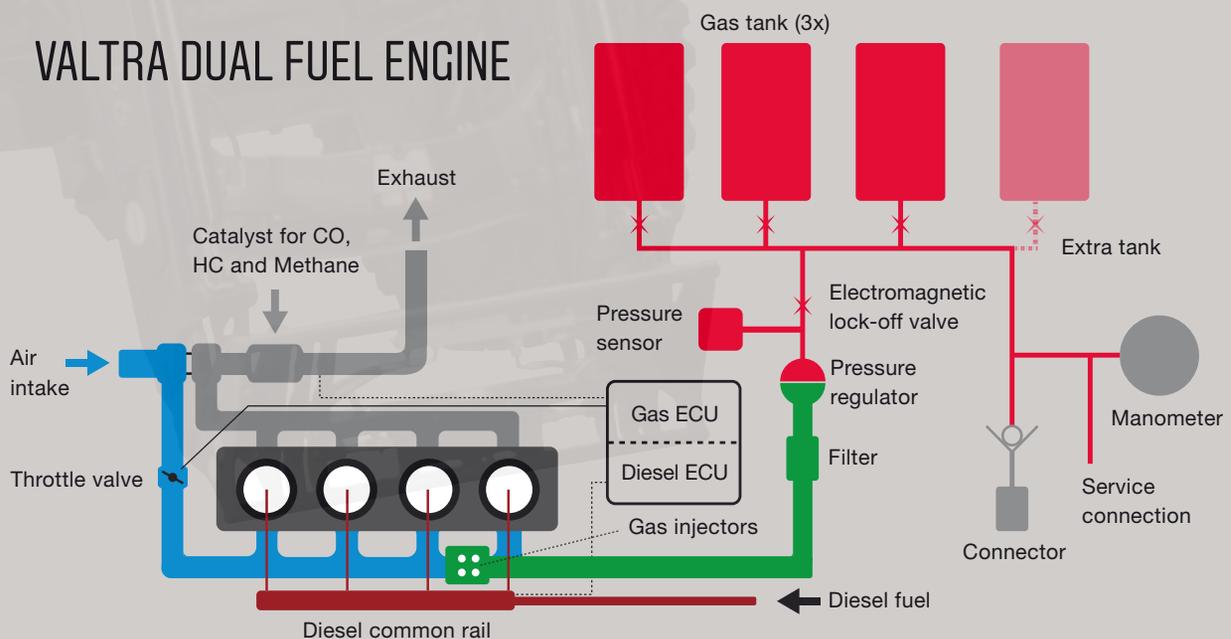
Dual fuel tractors have also been received well in Russia, where Valtra was awarded the silver medal at the AgroSalon exhibition in Moscow last year. The alternative fuel used in Russia is not biogas, however, but natural gas.

Recent development work has focused on increasing series production and managing emissions. Biogas tractors are essen-

tially environmentally friendly, since they run on a renewable fuel. However, work continues on reducing the nitrogen oxide, particulate and especially methane emissions of biogas tractors. Since some methane does not combust in biogas engines, intelligent engine management systems and various catalytic converters have been developed to combat this problem.

In order to facilitate series production and spare parts service for biogas tractors, all the components have been standardised and documented. For example, the fuel tanks and their frames are delivered to the assembly location as a single package, the exhaust pipe has been redesigned especially for biogas tractors, and the methane catalytic converter has been converted to fit the shell of a traditional DOC catalytic converter. •

## VALTRA DUAL FUEL ENGINE



Dual fuel engines run on a mix of biogas and diesel, and they can also run on diesel alone. Each fuel is injected separately. The system injects the fuels in such a way that the driver cannot notice any difference in performance.

**"Do you sometimes wish there could be 25 hours in a day? Now it's possible!"**

## New T Series

# REDUCES SERVICE COSTS BY OVER 20 PERCENT

TEXT TOMMI PITENIUS PHOTO VALTRA ARCHIVE

**S**ervice intervals of the new T Series have been increased to 600 hours compared with 500 hours on earlier models. When compared with competitors, service costs of the new machinery are extremely low.

"Savings of 20 percent in service costs can add up to several thousand euros after just 5000 hours," says Service Technician **Jussi Lappi**.

The new T Series can offer extended service intervals for several reasons. The use of selective catalytic reduction (SCR) without exhaust gas recirculation (EGR) reduces the heat load on the engine and helps keep the engine oil clean. The transmission and hydraulic oils are also kept separate, allowing longer service intervals

also for these fluids. Naturally, the extended service intervals apply not only to oils but also to all filters and other service parts.

"The scheduled maintenance is also easier and quicker to do on the new T Series. For example, adjusting the valves, a most labour-intensive job, is now considerably easier and is done at 600 and 2,400 hours, and then every 2,400 hours. Previously, it had to be done at 500 and 1,500 hours, and then every 1,000 hours," Lappi explains.

The extended service intervals and simplified maintenance not only add up to big savings in terms of money, they also save time and allow work to continue uninterrupted during peak seasons. Theoretically, if

the new T Series was used 24 hours a day for seven days in a row, the service interval would be four days longer compared to the old T Series. Accordingly, if the new T Series is used 12 hours a day during the peak season, the service interval would be 8 days longer.

"Extending the service interval by over a week can be decisive during the peak season. When the weather is good and the harvest is at its best, no one wants to interrupt the work in order to service the tractor. With a 600-hour service interval, the tractor requires less frequent servicing and, more importantly, servicing does not have to be delayed because the tractor is needed out in the fields," Lappi adds. •

...continued from page 11.



not disappointed.

Then followed the Valtra T4 Road Show from Perth in Scotland down to the South of England, seventeen venues in almost as many days. Again customers just kept coming – not just loyal Valtra customers but

owners and operators of many different brands who were clearly impressed by the new T Series tractors.

Lucky customers have already taken delivery of their new T Series tractors. We're confident they'll do

well, as the prototypes clocked up over 40,000 hours during development. But don't take our word for it, get in touch with your Valtra dealer and then talk to the happy new T4 owners. We're confident they'll give their new tractor a good report! •



The AutoGuide steering assist system can steer the tractor with an accuracy of just a couple of centimetres. The 21-metre boom on the Amazone UX3200 trailed sprayer has seven hydraulic blocks. The ISOBUS controlled section control opens and shuts the seven valve blocks as needed, for example when the tractor is driven across a wedge-shaped unsprayed area.

Spraying made easy with AutoGuide

# STEERING ASSIST AND SECTION CONTROL

The AutoGuide steering assist system and section control features available on Valtra tractors make spraying crops much easier, as Jyrki Rantsi, a pig farmer from Varpaisjärvi in the North Savo region of Finland, can attest.

TEXT AND PHOTOS TOMMI PITENIUS

**A**utomated steering is often thought of as a tool designed for working on massive fields, but in fact like the section control feature too, it is of most use on small fields with irregular shapes. Using these systems does not require advanced engineering skills either, simply the motivation to do the work faster, better and more easily.

**Jyrki Rantsi** farms around 160 hectares and has 400 sows, produ-

cing around 10,000 pigs a year. Most of his fields are within a five-kilometre radius, but some are as far away as 15 kilometres.

“Many people think that automated steering and section control systems are useful on enormous prairies or steppes. In fact, they are needed more on these kinds of small, hilly and irregularly shaped fields that make it challenging to drive in long straight lines,” Rantsi explains.

Rantsi drives a Valtra T163 Direct

tractor connected to an Amazone UX3200 trailed sprayer. The systems on the tractor and the sprayer work well together through an ISOBUS connector. On the fields the tractor is steered automatically by the AutoGuide steering assist system, while the section control opens and shuts the seven valve blocks on the 21-metre boom as needed. In this way the pesticide is sprayed only where needed, even if the combination is driven diagonally across a section of field that was partly sprayed before. The nozzles open and close precisely on the borders of the unsprayed areas.

“I am not at all interested in technology or computers, but I don’t need to be either. What I am interested in is doing my work faster, better and more easily. It has been surprisingly easy to learn these systems and begin using them,” Rantsi says.

**“What I am interested in is doing my work faster, better and more easily.”**



Rantsi considers the costs of the systems to be quite reasonable. He uses the AutoGuide steering assist system with an RTK correction signal that allows the tractor to be driven with an accuracy of just a couple of centimetres. The correction signal is also necessary because so far north the satellites are often behind trees and hills on the horizon. The system is also good at detecting if the tractor and implement are leaning to one side when driven across the hills, and can correct the steering accordingly.

“The subscription for the signal costs around four euros a year per hectare, which is easy to make up with the better harvests. Some farmers spend thousands of euros on bigger tyres and don’t consider that too expensive. To me AutoGuide is the same kind of investment,” Rantsi adds.

**Finnish pig farmer Jyrki Rantsi is not interested so much in machinery, computers or technology, but rather in the quality and efficiency of his work. Valtra’s AutoGuide Steering Assist and Section Control systems do not require any special operating skills.**

Rantsi does not drive the same lines from one year to the next, even though the AutoGuide system would make this easy. Nevertheless, he does drive along the same lines during a single season. He has tried the bigger C3000 touch screen and the smaller C1000 keyboard screen and finds advantages in both.

“The bigger screen is easier to read, of course, and it can be used with the reverse camera, but it also obscures visibility and using the touch screen while moving can be

tricky. The keyboard on the smaller screen is easier to use on bumpy surfaces, and it leaves more space in the cab,” Rantsi points out.

Jyrki Rantsi is definitely not the kind of farmer who buys machinery just to have it. For example, for several years he experimented with outsourcing all his field work to a contractor. The scheduling and organisation required for this convinced him in the end that operating his own machinery was a better option for him. •



# Mitas teamwork



## EVERY SECOND TRACTOR EQUIPPED WITH TYRES FROM MITAS

Mitas is a long-time manufacturer and trusted **European tyre** supplier to Valtra tractors. Our **reliability** and our **teamwork** in tyre development and production has been proven by AGCO's „Supplier Award 2013“ in the „Quality“ category. We are proud of this and we will be working hard to make sure that our partnership continues.



The hydrostatic creeper gear was introduced with the Valmet 565 in 1966.

## CV OF THE CVT

**W**hile the first 50 years of tractors focused on developing engines, the following 50 years has focussed on developing transmissions. The result of all this development work is the stepless or “continuously variable transmission”, CVT for short. CVT transmissions solve many issues related to usability, efficiency and optimum ratios.

The CVT acronym can also be extended to PSCVT for “power split continuously variable transmission”, as all stepless transmissions on agricultural tractors today comprise both the mechanical and hydrostatic transmission components.

Valmet tractors traditionally used mechanical transmissions, like other tractor brands, but it also introduced hydrostatic transmission components. The Valmet 565, was launched in 1966, and was available with an optional creeper gear. When the creeper gear was engaged, a hydraulic motor helped spin the

gear, allowing the speed to be adjusted steplessly between 0 and 3 km/h.

The next stepless transmission came with the Valmet H800, which featured a fully hydrostatic transmission. Each wheel on the tractor had a three-speed radial piston hub motor and variable displacement pump. The differential lock was operated by valves, allowing the same amount of oil to flow to each wheel. The rear PTO shaft was also powered by a hydraulic motor, so the tractor had no fixed mechanical transmission at all. The driver could adjust the speed using a lever or the pedal, which was referred to as the “speed pedal” instead of a “gas pedal” for the first time in connection with the H800 model.

Valtra’s experience with hydrostatic transmissions therefore stretches back half a century already. The Direct transmission, that was launched in 2008 combined the hydrostatic and mechanical



The Valmet H800 featured a fully hydrostatic transmission with no fixed mechanical transmission at all.



Valtra 202 featured the modern CVT transmission called Direct, which is a combination of mechanical and hydrostatic drive.

gearboxes on the same PTO shaft. This enabled the exact properties required for the optimal performance of tractor tasks. •



Ken Tounge finds his T Series comfortable, easy to operate and above all reliable.

# KEEPING UP WITH THE CHANGES

Ken Tounge Agriculture relies on Valtra to stay ahead.

TEXT AND PHOTO ROGER THOMAS

**K**en Tounge trained as an agricultural engineer, but as the world around Bisley in Surrey, England, changed, so Ken adapted, changing to jobs that included working on airport machinery at Heathrow Airport. However, in 1998 Ken returned to agriculture by starting up his own contracting business, Ken Tounge Agriculture. Since then he has had 17 Valtra tractors “and has been pleased with them all.”

Changes in the countryside have affected everyone, not least Ken’s business. Today there is very little livestock farming in this part of England with the exception of horses, and increasingly parcels of land being taken up for building. Alongside horse owners, whom he supplies with hay, Ken’s clients now include tree surgeons that require large trees removed from gardens after felling.

“Actually the tree work fits in well with the other work,” Ken tells us.

For these operations Ken needs just two tractors: a Valtra N163 and a new 400-horsepower Valtra S374 fitted with a loader.

“I still don’t consider a tractor a tractor unless it has a loader,” Ken comments. “If I bump up a field of big bales, I don’t want to run miles to find a telehandler to stack them. I simply arrive with the loader on the tractor, park the loader while I’m baling, then drop off the baler and fit the loader. I can have the bales stacked in the time it would take me to travel and collect another machine.”

## **S Series offers power and speed**

For mowing, Ken also invested in a large triple mower that he used with

a Valtra T190 in TwinTrac mode but now fits to his S374.

“Some fields around here suffer from fly tipping with stuff left on the headlands a particular problem. With the reverse-drive system, everything is right there under my nose where I can see it.”

Since grass contracting only fills a four-month window, some time ago Ken looked at the woodchip market and specified a custom-built chipper: the chassis came from Warwick Trailers, the crane from Jas P Wilson in Scotland and the actual chipper from Heizohack – an HM10 500K.

At first Ken used the T190 with the chipper, but it was a bit of a handful for the tractor and Ken felt he was not getting the best from his investment – time for a change.

After careful consideration Ken opted for the S374, which provides plenty of power for the chipper and, importantly, the capability to keep up with traffic on local roads when hauling heavy trailers, including the chipper itself. With an output between 100 and 150 tonnes per hour when chipping dry timber, the system can produce three sizes of chip with a simple change of screen.

“Our eventual customers cover a wide range. There’s the new Terminal 2 at Heathrow Airport, plus hospitals, schools and private homes,” Ken says.

The timber for chipping is mostly locally sourced from forests and woods, and occasionally from back gardens too, and it is stored before delivery in a disused cattle shed. When required a tractor loader fills tipper lorries, bulk tankers or drop bodies with a hook for loading and unloading onto the truck chassis.

With years of Valtra experience behind him why does Ken keep returning to this brand? The answer is really simple: “Reliability, comfort and overall ability.” •

The Valtra tractor's time is split between farm and quarry duties, sometimes both combined.



# MULTITASKING IN IRELAND

T Series handles quarry and farm duties with equal ability.

TEXT AND PHOTO ROGER THOMAS

**M**cMonagle Stone, based at Mountcharles near Donegal City in the North of Ireland, owns 5 quarries and produces a range of stone products from paving and sets through architectural and landscaping to garden furniture, construction and on to chippings for roads and paths. In addition to using local stone, the business also imports stone from the UK and beyond. When cut to size and polished, if required, the stone is sold throughout Ireland or exported, for example to the UK, Europe, the USA and Japan.

The company was founded by **Dan McMonagle**, and while he remains involved, the day to day running is in the hands of sons **Michael**, sales director and **Daniel**, operations director.

## Quarry duties

One of the local quarries produces a popular Quartzite with a unique soft colour. With some distance between the quarry and factory, logistics is

an important part of the production process. McMonagle Stone depends on an eight-year-old Valtra T130 with 11,000 hours on the clock. Apart from regular servicing, the tractor has an almost clean sheet as far as maintenance costs are concerned.

According to Michael McMonagle, reputation was an important factor when purchasing their Valtra.

“We use mostly Volvo machinery in the quarries and factory yard, and we knew Valtra had had a relationship with that company, so we made enquiries and found that, while the Volvo relationship ended some time ago, the tractors maintained an excellent reputation,” Michael says.

Dealer location was also a key consideration. “The nearest dealers for Volvo equipment are in Belfast and Dublin, and while parts deliveries can be made the next day, down time is problematic. We’ve a Valtra dealer just up the road and they can be here very quickly – not that we’ve needed them for anything other than routine matters,” Michael adds.

The company’s driver **Mick Carr** also likes Valtra, and Michael admits that this too is important.

“If the driver likes a machine, it is less likely to have problems,” he points out.

## Farm duties

On most days the T130 carries out quarry duties and is connected to a heavy-duty tipping trailer. Late in the day and on weekends it is often driven to a nearby 220-acre beef farm. There the Valtra is used for pasture maintenance and for spreading slurry and muck, the by-products of the 40 suckler cows and between 300 and 350 stores brought in for finishing.

The Valtra tractor is key to operations at the quarry and on the farm, carrying out both duties with equal ability. Since Valtra Team visited the McMonagle quarry, stone mason’s yard and farm, the company has decided to replace its existing T130 – with a new Valtra T model, of course! •

Mikko Salmio, head of the Valtra-JYP ice hockey academy, gives tips to the enthusiastic juniors at the Rantasalmi ice hockey rink.



# FINNISH ICE HOCKEY STARS TRAIN WITH KIDS FROM LOCAL FARMS

TEXT AND PHOTO TOMMI PITENIUS

**T**he local ice hockey rink in Rantasalmi, Finland, is bustling with activity as 30 kids show up to play with professionals from the Valtra-sponsored Jyväskylä ice hockey team JYP. The kids, both boys and girls, are between the ages of 6 and 12 and most of them come from farms in the area.

“The kids looked really excited and even came out to the parking lot to meet us,” says **Mikko Salmio**, who plays offense for JYP and is also head of the Valtra-JYP ice hockey academy. “It’s great to train such enthusiastic kids – it reminds me of the time I played junior ice hockey!”

The kids paid close attention to what the professional ice hockey

players told them and practiced well.

“Many of the exercises were exactly the same as they do with their regular trainers, but they took it really seriously this time,” says **Mikko Lappalainen**, father of 11-year-old **Eetu**. “They might not learn a lot of new things in just one day, but they certainly get a lot of extra motivation. The pros’ passion for the game is really contagious.”

The Lappalainen family has a farm with 400 cattle and 160 hectares of fields nine kilometres from the ice hockey rink. Their fleet of tractors includes a Valtra T191, an N141, a 6400, a T130 and a 565. Eetu began playing ice hockey at the age of four and now trains

with the local Rantasalmi team three times a week. Finnish ice hockey star **Jarkko Immonen** played on the same team as a junior.

“It’s been a lot of fun,” Eetu admits. “We practiced handling the puck and our skating technique. I’ve been to watch JYP play, so I already knew the players who came to train us today.”

Those players included Mikko Salmio, **Antti Jaatinen**, **Valteri Kemiläinen**, **Henri Auvinen**, **Juuso Pulli** and **Alexi Salonen**. Valtra’s long-term sponsorship deal with the JYP ice hockey team includes an annual “friendly” between JYP and Valtra, with the Valtra team comprising both customers and employees. •

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A73	78/310
A83 HiTech	88/325
A93 HiTech	101/370



**T SERIES**

MODEL	MAX. HP/NM
T133 HiTech	158/630
T153 HiTech	170/680
T173 HiTech	190/730
T193 HiTech	210/800
T144 Active	170/680
T154 Active	180/740
T174e Active	190/900
T194 Active	210/870
T214 Active	230/910
T234 Active	250/1000
T144 Versu	170/680
T154 Versu	180/740
T174e Versu	190/900
T194 Versu	210/870
T214 Versu	230/910
T234 Versu	250/1000
T144 Direct	170/680
T154 Direct	180/740
T174e Direct	190/900
T194 Direct	210/870
T214 Direct	230/910



**N SERIES**

MODEL	MAX. HP/NM
N93 HiTech	99/430
N103 HiTech	111/465
N113 HiTech	130/530
N123 HiTech	143/560
N143 HiTech	160/600
N93 HiTech 5	99/430
N103 HiTech 5	111/465
N113 HiTech 5	130/530
N123 HiTech 5	143/560
N123 Versu	143/560
N143 Versu	160/600
N163 Versu	171/700
N123 Direct	143/560
N143 Direct	160/600
N163 Direct	171/700

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**S SERIES**

MODEL	MAX. HP/NM
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