

VALTRA TEAM



Mikko Lehtikoinen

VALTRA'S NEW MANAGING DIRECTOR

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+ Neil White
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EDITORIAL



Welcome to the first Valtra Team Magazine for 2024. As normal we've had a busy start to the year. Back in January we attended the LAMMA show, the UK's premier Agricultural Machinery and Technology Show. With a smart, fresh new look for 2024, our Valtra stand was heaving from the moment the doors opened. It was the first opportunity to showcase the new S6 Series to the UK market and it certainly didn't disappoint.

We will be out in the field during late spring, giving customers the opportunity to get behind the wheel of the S6 as well as see our complete high horsepower offering including the award-winning T and Q Series plus our complete set of digital and SmartFarming tools. As normal we will also be supporting our dealer network with their own events and demo days throughout the summer months, as well as attending both the Royal Highland show in June and the Royal Welsh show in July. Please keep an eye on our social media channels for more information about these events.

Finally, we are pleased to announce that the Valtra Shop is now re-opened online. If you are looking to update your wardrobe for 2024 or looking for that perfect Valtra gift for somebody special, then why not head online. Visit shop.valtra.com/en

Best wishes.

Alan Sanderson
MANAGER VALTRA NATIONAL SALES UK & IE



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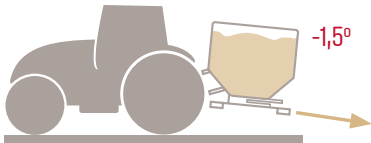
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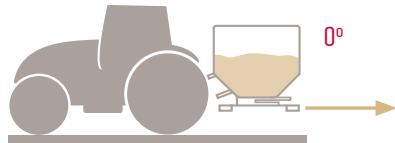
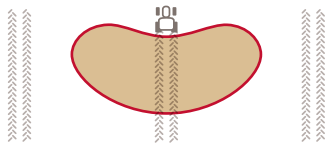


See more: Valtra Unlimited Smart Top Link

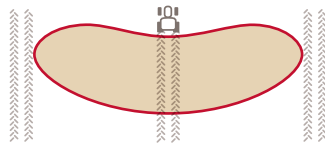
Innovation



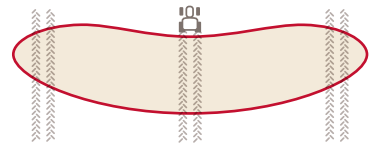
A full tank pushes the spreader down, causing the spread pattern to be too narrow, and as the tank empties, the spread pattern will become too wide.



When the tank is half full and horizontal, fertiliser is spread evenly and with the optimal width.



When the tank is almost empty, the spreader rises and the spread pattern is too wide, so not enough fertiliser is spread across most of the field.



Using the data from the sensors, the top link length keeps the centrifugal spreader precisely horizontal.

Two radar sensors are fitted to the front and rear of the fertiliser spreader to measure the height and position of the spreader.



Valtra Unlimited Smart Top Link

JUST THE RIGHT AMOUNT OF FERTILISER, WHETHER THE SPREADER IS EMPTY OR FULL

Smart Top Link is a new accessory available from the Unlimited Studio that improves the accuracy of applying fertiliser. A fertiliser spreader must be exactly horizontal to ensure that the spreading pattern is even. Typically, a full tank will push the spreader down, causing the spread pattern to be too narrow, and as the tank empties, the spread pattern will become too wide.

Smart Top Link uses two radar sensors that are fitted to the front and rear of the fertiliser spreader to measure the height and position of the spreader. This data is used to control the top link length,

which in turn keeps the centrifugal spreader precisely horizontal and the amount of fertiliser optimal throughout the field.

An angle change of as little as 1.5 degrees changes the spreading pattern considerably and causes crop losses. Extensive field trials have shown that Smart Top Link improves the yield so that each hectare of a grain field produces around 15 euros more during the harvest season, depending on the yield per hectare and the prices of grain and fertilisers. Typically, on a grain farm of 100–1000 hectares, Smart Top Link will pay for itself in 1–3 years. •

www.valtra.co.uk

NEWS



lita Appelgren
prepares a drone
for flight in Tarvaala.
PHOTO SANNA KUITUNEN

VALTRA PARTICIPATES IN RESEARCH WITHIN THE FINNISH FUTURE FARM PROJECT

How does HVO biodiesel work in Valtra tractors compared to fossil diesel? How can carbon sequestration in fields be increased? How could the sales network and farmers be trained better in the precision farming capabilities of tractors?

There are many big and practical questions in agriculture that demand more information. To address these questions, Valtra has joined the joint research project Finnish Future Farm together with local agricultural educational institutions JAMK University of Applied Sciences and POKE Vocational College, Neste, AGCO Power and other partners.

“The research project will last for around three years, and it has received funding of approximately 2.5 million euros from the EU’s Just Transition Fund,” says **Jani Oksanen**, who is heading the project at Valtra.

The project is already underway, and the first studies have begun.

“We now have four Work Packages. One of them, for example, is studying the differences between renewable Neste My and fossil diesel. Other Work Packages are developing training methods for precision farming features on tractors and promoting networking with start-up companies in the field. A small-scale test track for tractors is also being built at the Bioeconomy Campus in Tarvaala.”

The ultimate goal of the project is to promote environmentally friendly agriculture by commercially viable means. In addition to companies and educational institutions, farms and agricultural contractors are participating in the practical project. •

ALREADY 22,500 CONNECT USERS

The number of users of the Valtra Connect remote telemetry service exceeded 20,000 customers at the beginning of October 2023, and the upward trend continues to be strong.

The Connect remote telemetry service is available for all Valtra tractor series from A to S. Connect was especially popular last year in Poland, Ireland, France, the Netherlands, Latvia and Lithuania, where more than 80 percent of the new customers activated Connect.

Connect allows owners to monitor the location of their tractors, routes driven, fuel economy, maintenance needs and much more information directly from their mobile devices. Service technicians can also access tractor data in order to support customers in the best possible way. •

BIOLOGICAL HYDRAULIC OIL AND COOLANT

Biodegradable hydraulic oil and coolant are available for new Valtra tractors from the Unlimited Studio.

Hydraulic oil made from renewable raw materials breaks down biologically quickly and meets all the requirements set for Valtra hydraulic oils. However, biological oil should not be used in the transmission or mixed with other lubricating oils. Biodegradable coolant also meets Valtra’s requirements, but it should not be mixed with other coolants either. •

Website: valtra.co.uk

VALTRA TEAM ISSN 2342-3285 (Print)
ISSN 2342-3293 (Online)

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Valtra is a worldwide brand of AGCO



The new S6 on display at LAMMA.

LAMMA 2024

TEXT SARAH HOWARTH PHOTO TOM WRAGG

The 41st LAMMA Show was one of the biggest in the events history! Taking place on the 17th and 18th January at the NEC, Birmingham the show helped to attract over 40,000 visitors during the event.

With a smart, fresh new look for 2024, the Valtra stand in Hall 9 was buzzing from the moment the doors opened. It was the first opportunity to showcase the new S6 Series to the UK market and it didn't disappoint. The eye-catching Amber design package certainly helped to turn a few heads!

As well as the S6, our entire range of award-winning 5th generation A, G, N, T and Q Series tractors were on display. Proud of our heritage, we also had a very special Valmet 20 on display too.



Q Series in the Demo Arena in Hall 10.

The Demo Zone in Hall 10 also gave us the opportunity to promote the key features of the Q Series with a series of timed demonstrations throughout the 2-day event.

The Valtra team were joined by colleagues from AGCO Parts and Customer Support, who had their own dedicated area on the stand for the very first time. Also at the show were key members of the



Sky Cab with Unlimited VIEW.

Valtra Unlimited and Smart Agricultural Engineering teams who demonstrated several products including the all-new Smart Top Link and Unlimited VIEW.

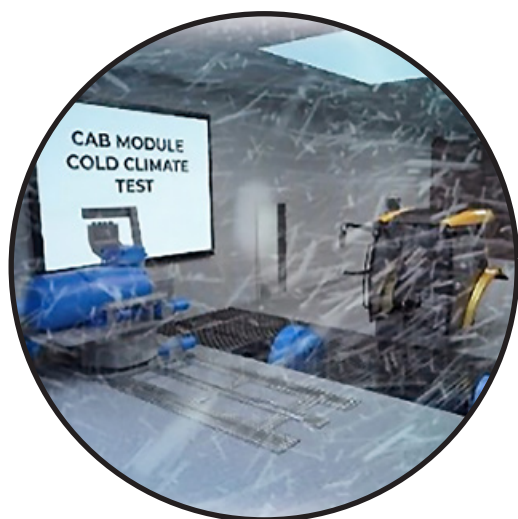
For the seventh year in a row, LAMMA 2025 will once again be held at the NEC on the 15th – 16th January 2025. Please keep an eye on our social channels for more information. •

Production facilities to grow from 4 to 6 hectares

MAJOR INVESTMENTS AT

In recent years, a new logistics centre and paint shop have been completed at the Suolahti factory. Since then, the pace of investments has only accelerated. We are currently expanding the transmission plant, which will start manufacturing CVT transmissions for Q and S Series tractors, while production of Powershift transmissions will also be expanded.

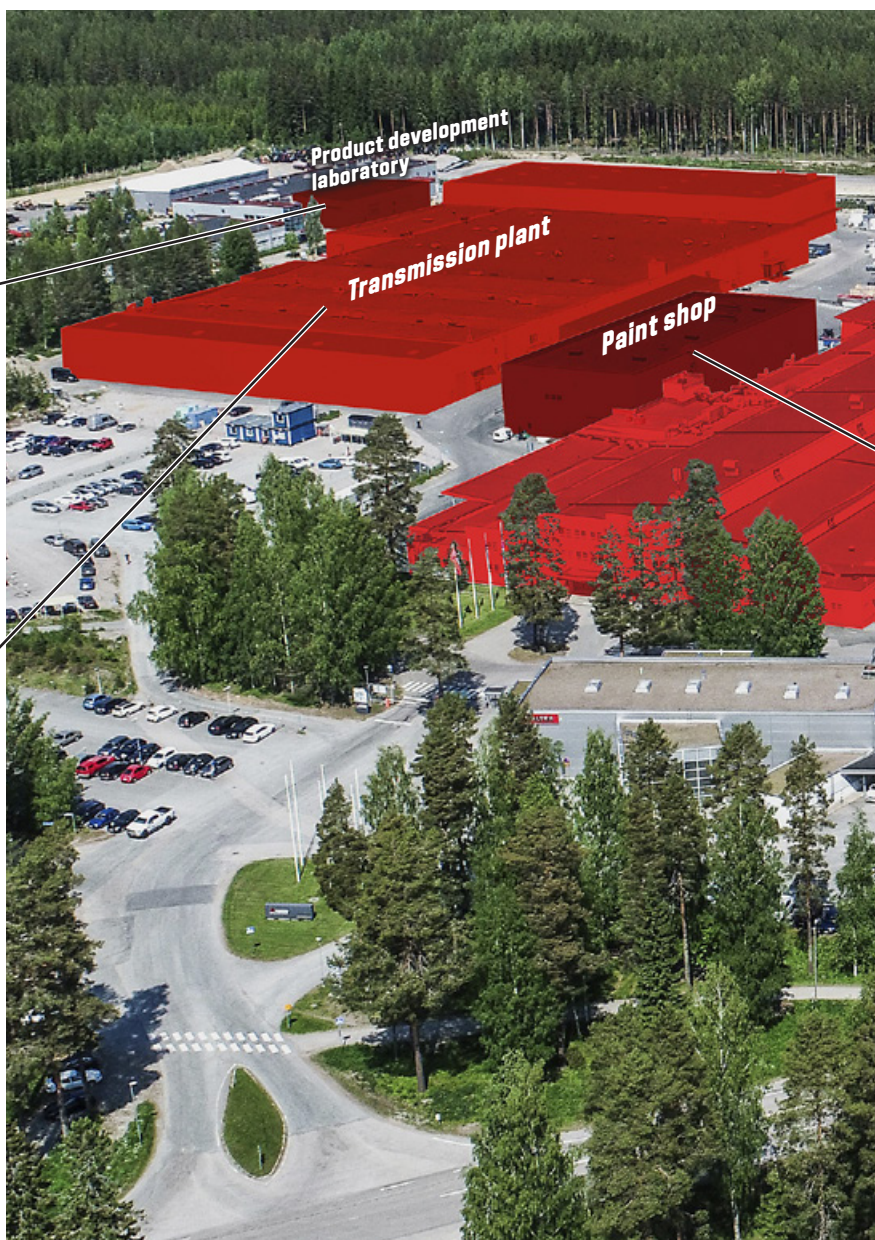
TEXT TOMMI PITENIUS PHOTO VALTRA ARCHIVE



Product development laboratory



Transmission plant



THE SUOLAHTI FACTORY

"Suolahti is not only an important tractor factory, but also a component factory where we will introduce production of AGCO stepless transmissions."

Tim Millwood, SVP, Chief Supply Chain Officer, AGCO



Logistics centre



Paint shop

Valtra's tractor factory moved to its current location in Suolahti in the late 1960s, when the existing factory building was renovated to suit tractor assembly. The current construction projects are the biggest since then.

"Over the course of five years, the size of our production facilities will grow from four to six hectares, in other words, expand by 1.5 times. In addition, other facilities are being built and renovated, such as the spare parts centre and engineering centre," says project manager **Mikko Torvelainen**.

A new 3200-square-metre production space is being built at the northern end of the transmission plant, where the assembly and testing of CVT transmissions for Q and S Series tractors will begin. At the southern end, a 1300-metre factory extension is being built to house the machining of transmission components. For example, seven FMS machining centres worth over one million euros each were ordered for the factory last year. In addition, 720 square metres of office space has already been completed on the east side of the factory, plus 300 square metres of social facilities on the west side. In total, around a hectare of new space is being built the transmission plant alone.

"The buildings will be ready in early autumn 2024, and production will start in early 2025. During the construction period, we have had temperatures down to minus -35 degrees Celsius, but we managed to finish the roof and walls before winter. The roof was also constructed with a hood in the Nordic way, so we had weather protection on top of the building. This has allowed us to stay on schedule regardless of the circumstances," says Torvelainen.

The transmission plant will



The number of construction workers at the transmission plant has averaged around 20, but the number has varied a lot according to the construction phase.

manufacture transmissions and their components not only for the needs of the adjacent assembly plant but also for other AGCO factories. For example, Powershift transmissions are already being made for factories in Brazil, and parts for IDEAL combine harvesters are being machined. With the expansion of the transmission plant, approximately 200 new employees will be hired at the factory, some of whom are already in training.

More efficient and versatile testing facilities

An additional 850 square metres of offices and a new validation laboratory are being built at the engineering centre. In the old cold laboratory, tractors could be tested in cold or hot conditions, but the heat produced by efficient modern tractors tended to heat up the laboratory too much during long test drives.

In the new laboratory, the temperature can be adjusted to very hot or cold so that the

temperature remains constant, even when big tractors are being tested. In the new laboratory, air humidity and wind can also be adjusted. In addition, the laboratory can test individual components, such as transmissions, engines and cabs.

Paint shop completed on schedule

The new 2000-square-metre paint shop was completed on schedule and commissioned right after the summer holidays in 2023.

In the future, the new paint shop will enable an 8-minute phase time in assembly and annual production

of more than 12,000 tractors in one shift. The dismantling of the old paint shop freed up a lot of space in the middle of the assembly line,

of which only a small part has been put into use. With new products and increasing capacity, new assembly steps can be introduced in stages.

The new paint shop also makes it possible to manufacture even larger tractors. For example, a Q Series with a front linkage or a new S Series even without a front linkage

"Construction work has proceeded on schedule, despite temperatures of down to minus -35 degrees Celsius this winter."

would be too big for the old paint shop.

Logistics centre in full swing

Completed in January 2021, the logistics centre has proven to be functional and is an important part of everyday operations at the assembly plant in particular. The parts needed for tractor manufacturing arrive at the logistics centre by truck and are then unloaded, stored and distributed to the assembly line as needed. On the assembly line, the exact parts that will be installed on the tractor in question in that work phase, according to the customer's wishes, are delivered to the employee on a tray.

Around 1000 pallets arrive at the logistics centre every day. The shelves in the logistics centre are 11 metres high, and the volume of the building is 100,000 cubic metres. Altogether, there are approximately 10,000 individual parts.

Many smaller improvements

The transmission plant, paint shop, logistics centre and product development laboratory are only part of the changes taking place at the Suolahti factory. In addition, many of the facilities have been renovated, including the spare parts centre, the Unlimited Studio and the Atrium visitor centre. The remanufacturing of gearboxes outside the Suolahti factory area has also been expanded, and the Smart AG team developing new innovations has moved to new premises in Jyväskylä – in fact, on the same factory premises where the production of Valmet tractors began in 1951.

In total, approximately 1300 employees work at the Suolahti factory. AGCO Power's engine plant in Linnavuori is also an almost equally large employer. From AGCO's point of view, Finland is indeed the second largest country in terms of the number of employees. •



Factory operates on 100% renewable energy

The Suolahti factory is one of the cleanest tractor factories in the world. It operates on 100% renewable energy, despite the enormous amounts of heating energy consumed in the cold North. In addition, no waste ends up in landfills; instead 81 percent of waste is recycled and the rest is recovered for energy.

- Electrical and thermal energy is produced with 100% renewable wind and hydro power and biomass.
- No waste ends up in landfills. The waste is sorted into 26 different fractions, 81 percent of which is recycled and 19 percent is recovered for energy.
- Energy consumption decreased by 18 percent between 2018 and 2022.
- Carbon dioxide emissions from incoming transports have decreased by 17 percent since 2017.
- On the assembly line, tractors are refuelled with renewable Neste My diesel. Approximately 5 million litres have been tanked in the last five years.
- Approximately 90 percent of materials are recycled by remanufacturing engines and transmissions.
- EcoPower low-rev engines consume about 10 percent less fuel.



"Apart from routine servicing, we've spent less than £500 on spares and repairs. It's been amazing."

Neil White on the Valtra stand at the LAMMA 2024 show.

FARMER FOCUS – NEIL WHITE

TEXT DAVID WILLIAMS PHOTO TOM WRAGG, HELIUM MEDIA

Trading as W. O. White & Son, south-east Scotland-based farmer, **Neil White** first used Valtra tractors 26 years ago, when he hired an 8150 to use on his Berwickshire arable farm. Despite heavy use over many hours everything still worked as well as when it was new, persuading Neil to buy an 8050 of his own.

"Since then, I've always had at least two Valtras," he said.

"We own and contract-farm

approximately 230ha and provide a contracting service specialising in strip-till direct drilling and combining."

"I do most of the work, helped by my son, **Harry** during busy periods.

We don't employ any labour so dependable machines that maximise productivity and minimise owntime are essential."

Cropping includes winter barley for brewing, winter oilseed rape,

spring barley for malting and winter wheat which is for feed or distilled for whisky. Other crops include spring oats and spring beans, and land is rented out for potatoes.

"On steep slopes, the extra size and weight is an advantage."

Reliable and versatile

"Back-up from Valtra and the various dealers

has always been excellent," Neil continued.

"The Ancroft Tractors team



"Back-up from Valtra and the various dealers has always been excellent."



Valtra T234 Direct designed with the My Name's 5 Doddie Foundation tartan.



Neil with Scottish Valtra Area Sales Manager Martyn Atkinson.

looks after us well, and we recently ordered a new N175 from the dealer. It's replaced a 21-year-old 6400 which has worked 8,000 hours and, although it's well overdue for updating, I'm keeping it because it remains totally reliable. Apart from routine servicing, we've spent less than £500 on spares and repairs. It's been amazing."

A larger T234 does the drilling and heavier trailer work.

"On steep slopes, the extra size and weight is an advantage," he said.

"However, I chose the new N Series as it is nimble and more

When spraying, the autosteer system leaves me free to watch the spray boom on undulating ground to maintain the ideal height."

manoeuvrable with its 4cyl engine and shorter wheelbase. It's primarily for spraying and fertiliser applications, but the extra power over the previous 6400 makes it more suitable for transport work too, when the T-series is working elsewhere. Both have Direct

transmission, which offers significant advantages for tasks such as drilling."

Neil said the Valtra Guide GPS guidance and autosteer systems are extremely capable but

user-friendly.

"We have RTK guidance on both tractors, and Isobus connectivity

provides a direct link to our Mzuri drill for variable rate seeding. When spraying, the autosteer system leaves me free to watch the spray boom on undulating ground to maintain the ideal height."

The best option

Buying decisions are based on what is best for the farm.

"I don't have to have Valtras," stressed Neil.

"I choose them because they are ideal for our situation, and the operator environment is much better than other tractors I've used. I have visited the factory in Finland twice, and although significant investment means that today it is almost unrecognisable compared to when I went many years ago, the company's ethos and pride is unchanged." •



The test tractor had Bridgestone VF 710/70R42 BS VT tyres at the rear and VF 600/70R30 BS VT tyres at the front.

In the test, a potato field was cultivated after harvesting using an Amazone 5-metre Cenius cultivator. The tractor had additional ballast of 1.8 tonnes at the front and wheel weights at the back. The weight distribution of the tractor was 52:48 in place and an ideal 42:58 when pulling. The cruise control was set at 15 km/h, and the highest speed achieved was 13 km/h, which means the tractor was delivering full power all the time.

The CTI tyre pressure control system can be seen at the end of the axle.

Danish research on tyre pressures

CORRECT TYRE PRESSURES SAVE FUEL AND TIME

A central tyre inflation system and VF tyres are an excellent combination that pays off in better yields, lower fuel consumption and time saved. In a recent Danish study, cultivation was carried out with tyre pressures of only 0.6 bar, which saved fuel by approximately one litre per hectare.

TEXT TOMMI PITENIUS PHOTO VALTRA ARCHIVE

A tyre pressure of 0.6 bar speeds up work by about 1,8 percent compared to 1.6 bar.

In autumn 2023, Valtra conducted a very practical test in Denmark using a Valtra Q305 tractor, Bridgestone VF (Very High Flexion) tyres, a tractor installed CTIS (Central Tyre Inflation System), and a 5-meter Amazone Cenius 2TXSuper cultivator. Fuel consumption, work speed and soil compaction were measured with three different tyre pressures: 0.6, 1.6 and 2.0 bar.

“Farmers can always change the tyre pressure on the road and in the field even without a tyre pressure control system and with regular tyres, but they seldom do. The advantage of a CTIS is that it can be used from the tractor cab is that makes changing tyre pressures so easy. VF tires, in turn, enable a large tyre pressure adjustment

margin,” says **Keld Andersen**, Agricultural Product Manager at tyre manufacturer Bridgestone.

Tyre pressures as low as 0.6 bar may sound dangerous, but with VF tyres they work well. The tyres were closely monitored in the tests, and they did not slide at all or collapse, for example in turns.

Less fuel, time and compaction

In field work, tyre pressures of 0.6 bar compared to pressures of 1.6 bar save about a litre of fuel per hectare. Correspondingly, high pressure saves fuel when driving on roads, but the difference is smaller.

A tyre pressure of 0.6 bar speeds up work by about 1,8 percent compared to 1.6 bar, because there is less wheel slip. When driving on the field at a pressure of 0.6 bar,

the soil is compacted to a depth of 52 centimetres, while at a pressure of 1.6 bar the soil is compacted to a depth of 63 centimetres. Compaction that occurs at a depth of more than 50 centimetres can be permanent, because at such a depth the soil is not broken by frost or tillage. If soil-compaction can be avoided, the field will produce a one percent higher yield per year, the average benefit is 21 euros per hectare.

“Many farmers get used to driving with the same tyre pressure all year round and for all tasks. As an agronomist, I can say that this is not the best way to use a tractor and tyres. High tyre pressures compact the soil and reduce yields,” says **Jens Christian Jensen**, who headed the research. •



Jens Christian Jensen, who organised the test, and Sophie Rothaus, who operated the tractor, were impressed by the effects of optimal tyre pressures on fuel consumption, work efficiency and soil compaction.

0.6 bar vs 1.6 bar

- Fuel consumption improves by 1 l/ha
- Tractors typically work fields 5 times per season
- The average farm has 200 hectares of fields
- The price of diesel is €1.50/l
= Annual savings: 1500 euros
+ Additional savings from higher yields due to less soil compaction: €21/ha
+ Further savings when driving on the road

Savings:

- Fuel when working on fields – **7 %**
- Fuel when driving on roads – **2 %**
- Time savings – **1,8 %**
- Soil compaction – **17 %**
(On field 0.6 vs 1.6 bar, on road 1.6 vs 2.0 bar)

Installing a remanufactured transmission or engine is fast, easy and inexpensive at any local Valtra service dealer.

A remanufactured transmission saves 90 percent of natural resources compared to a new transmission.



Already 6500 AGCO Reman parts available

REMANUFACTURING EXPANDS TO COVER BRAZIL AND RADIATORS

TEXT TOMMI PITENIUS PHOTO VALTRA ARCHIVE

Valtra's Reman services have grown rapidly and continue to expand. In Brazil, only engines were previously remanufactured at the factory, but now they are also preparing to begin remanufacturing transmissions there. In Europe, the range has expanded to also include radiators.

"The range of AGCO Reman parts has grown to around 6500 different components. The spare parts dealer can immediately see from the electronic spare parts catalogue whether a Reman option is available for the required part. If so, ordering it is as easy as ordering a regular spare part," says **Jari Luoma-aho**, head of remanufacturing operations at Valtra.

Typically, a remanufactured part is about a third cheaper than a brand-new replacement part, yet it comes

with the same warranty as a new one. For engines and transmissions, for example, the price and schedule of the Reman component are precisely known in advance. If the engine and transmission were repaired locally, the work would take longer and the price would be unclear when the work starts.

Thousands of transmissions and engines a year

Valtra remanufactures around 1500 gearboxes, forward-reverse shuttles and PowerShift transmissions at the Suolahti factory each year. In addition, AGCO Power remanufactured almost 1000 engines and thousands of fuel injection systems in 2023. At AGCO Power's Linnavuori plant, the Reman department also manufactures, for example, new marine and other

special engines.

"We offer remanufactured engines starting with versions from the early 1980s, but some older models are also still available. In the latest EU emissions legislation, the remanufacturing of engines is limited so that engines whose emissions rating is less than 20 years old must be remanufactured from the customer's block without changing the serial number. However, this only applies to complete engines, for example, 1/2 or 3/4 engines can still be delivered without restrictions," says **Jarkko Roiha**, who heads Reman operations at AGCO Power.

A new product that has recently been added to Valtra's Reman offerings is radiators. The selection is still limited, but new radiator models are being added all the time. •



WHY WAIT? GET YOURS **RIGHT NOW.**



Thinking of changing your tractor? Our new fifth generation A, G, N and T Series tractors are in **stock** ready for delivery NOW. **Stock** tractors available from 0% finance, and 2 to 5-year warranty. Special priced option packages also available.*

So why wait? Don't miss out! Contact your local Valtra Dealer TODAY to find out more.

*Selected **stock** models only. Subject to availability **whilst stocks last**. Ts&Cs apply.



Scan here for more information or to request a quote

VALTRA

YOUR WORKING MACHINE

More ergonomic and 10 percent faster

TWINTRAC IMPROVES HARVESTING OF PISTACHIOS AND ALMONDS

TEXT CARLOS VILAR, SEBASTIAN QUIJANO PHOTOS SEBASTIÁN QUIJANO

The Valtra N155 with the TwinTrac reverse drive system operated an umbrella harvester for almonds. The harvested almonds were unloaded onto a trailer.

Valtra Spain teamed up with the University of Zaragoza in 2023 to jointly carry out a field test of the Valtra N Series.

The main objective was to assess the advantages of the TwinTrac reverse drive system in terms of working speed and driver ergonomics. The test verified the advantages of TwinTrac in fruit tree harvesting, more specifically in two types of plantations: a pistachio plantation and an almond plantation.

The harvesting work was carried out in two working conditions: with the seat not rotated and with the seat rotated. Measurements of the collection time of the N155 were collected with an umbrella implement for almond and pistachio harvesting.

The field test clearly showed that TwinTrac, the only factory-fitted and homologated reverse drive system on the market, generates savings in farming inputs, such as fertiliser and seed, and especially working time. Harvesting almonds and pistachios was approximately 10% faster with TwinTrac than without it. Fuel consumption was



TwinTrac is the only factory-fitted and homologated reverse drive system on the market.

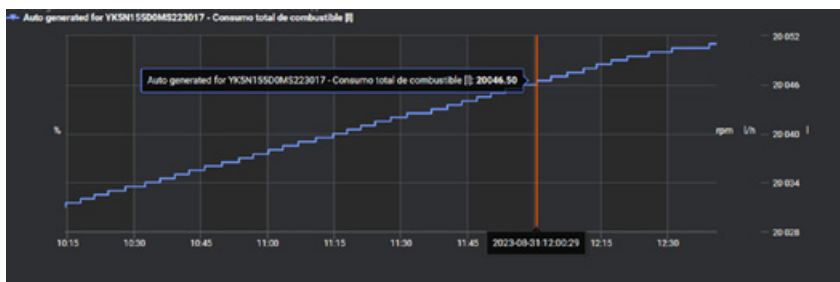
just 8.21 litres per hour and AdBlue consumption 0.63 litres per hour.

Much better driver ergonomics

Driver comfort increased significantly with the TwinTrac system, since the driver no longer

had to turn his head or trunk. Without TwinTrac, the driver had to turn with the trunk and head for 95% of the time – with TwinTrac, this was reduced to 0%.

The N Series itself stands out among other 4-cylinder tractors since it offers the load capacity of a 6-cylinder tractor. At the same time, the lighter 4-cylinder uses less fuel. The N Series offers a perfect combination of compact size, high power, the latest technology and comfort. In addition, precision farming technology guarantees that the N Series does most of the work with the highest efficiency, control and comfort in the market. •



Fuel consumption 8.21 l/hour and AdBlue consumption 0.63 l/hour.



Almonds and pistachios being loaded into a trailer from the harvesting machine

SEVERAL STORMS ARE SET TO BRING MORE HEAVY RAIN!

Prepare for the unpredictable! Extreme weather patterns are becoming increasingly challenging to forecast, but we can prepare ourselves for heavy rain and disastrous floods in fields.

We would recommend using Bridgestone VF tyres for your wide wheel requirements.

- ✓ Highest load carrying capacity and lowest compaction - for example VF710/70R42 carries 4.2T /wheel at only 0,6 Bar!
- ✓ Soft rubber technology means high tyre flexibility and superior ride comfort
- ✓ Market leading 10 year warranty



Features and benefits of the VT-TRACTOR:

- Higher yield with less soil compaction
- Superior traction for increased productivity
- Lower operating costs
- More efficiencies



VX-TRACTOR

More traction for longer

- Long wear life
- Outstanding durability
- Superior traction
- Versatile use

Speak to your Valtra specialist today to ensure you are running on the correct tyres.

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VOLVO BM INTRODUCED TRACTROL POWERSHIFT GEARS IN THE 1960s

By the 1960s, the concept of a rear-wheel drive diesel tractor had already become established, but the further development of transmissions was intense in the quest for better solutions for different tasks. Gears were added, and a few manufacturers, such as Valmet, introduced synchronisation to make them easier to use. In the field, however, tractors with implements down tended to stop as soon as the driver pressed the clutch. This was the case until powershift gears that did not interrupt the drive came to the market. Massey Ferguson's Multi-Power was not the first but perhaps the best known, and it got competitors moving.

Volvo BM also felt the feature was necessary in order to compete with British makes. The resulting Tractrol entered production in 1969, and the marketing speeches pointed out that engine braking was available in both speeds. The same product developers introduced the new powershift feature to the tractor series shared by Volvo and Valmet.

Between the engine and the gearbox there was now a fuel tank and space for either a compact powershift or a creeper gear. However, this either/or choice did not please everyone. Therefore, in the early 1990s, the new Mega and Mezzo series received a forward-reverse shuttle and a basic multi-step gearbox that enabled the tractor to be driven slowly even in high gear.

Valtra now had a good transmission: the integrated parking brake crowned the tractor that could smoothly change direction and speed in all temperatures and load situations.

At that time, tractors also started to have "semi-powershifts", usually with four speeds. However, Volvo BM had already had the idea of a three-speed. Valmet developed it and fitted it inside the chassis. Production

In Sweden, the "official ploughing speed" for many years was 8.0 km/h. With the powershift transmission, this T700 could get out of a tough spot without stopping, just slowing down a little.

began in 1993 under the name Delta Powershift, also known as Bangshift. The more sophisticated version was added to HiTech models in 1998, when shifting began to be controlled electronically with proportional valves – such as the newly introduced forward-reverse shuttle operated by a multi-disc clutch.

Excellent shuttle and parking brake

Valtra now had a good transmission: the integrated parking brake crowned the tractor that could smoothly change direction and speed in all temperatures and load situations. In addition, the standard automatic gearbox could even change gears according to the load if desired. However, having just three gears had its limits, so work continued on developing a five-speed powershift transmission. This required the primary gearbox to be redesigned and the fuel tank to be moved outside the chassis. In 2007, the current powershift gearbox was introduced with the Versu model. On Brazilian models, the three-step powershift and forward-reverse shuttle was introduced twenty years later than on Finnish products.

The first Nordic powershift increased the speed of the main gear by 27 percent, while the current model enables speeds that are 128 percent faster without using the clutch. Of course, in 45 years, tractors have become much more productive and comfortable – although farming itself has become much more demanding. •



"Everything about the trip was amazing."

PROUD OF OUR FACTORY

TEXT SARAH HOWARTH PHOTOS TOM WRAGG

We are very proud of our factory in Suolahti and love showing customers around when we can. During January and March, we were thrilled to be able to take several customer groups from the UK over

to the factory. They were given a unique glimpse into the world-class craftsmanship and innovation behind our brand and got to enjoy a few Finnish experiences along the way! In the words of one customer "Everything about the trip was amazing." Another said, "It was the

best factory trip I've ever been on."

The trips would not have been possible without the support of event agency Event Tonic.

"Working alongside **Sarah** and the team at Valtra UK to organise their customer trips to the Factory in Finland has been such a great

Enjoying the factory tour.





Relaxing at the test track and Kota at the factory.

experience,” said **Laura Cook**, Director at Event Tonic.

“The whole team at Valtra are so knowledgeable and passionate about the brand and without a doubt this was one of the reasons the trip was such a success. It was a fantastic opportunity to give customers an insight into the

manufacturing process and allow Valtra to showcase the commitment and efficiency of producing a quality product.”

Also involved in the trips was photographer **Tom Wragg** from Helium media who documented

the trips and customer reactions on behalf of Valtra. He was able to complete a 12-month long video project with customers **Mark** and **Mick** from Windy Ridge, a large Lincolnshire-based salad and vegetable producer. •

“It was the best factory trip I've ever been on.”





Mikko Lehtiköinen took over as Managing Director of Valtra at the turn of the year with the aim of significantly growing Valtra's market share in Europe.

Mikko Lehtiköinen is Valtra's new Managing Director

“VALTRA IS A GREAT COMPANY WITH A STRONG TEAM”

TEXT TOMMI PITENIUS PHOTO VALTRA ARCHIVE

When **Jari Rautjärvi** announced his retirement after a 30-year career with Valtra, **Mikko Lehtiköinen** was appointed his successor as Managing Director. Lehtiköinen has worked at Valtra for 15 years, most recently as Vice President, Marketing EME.

“Valtra’s market share in Europe has continued to grow in recent years and is now 7.2 percent. This team is able to take Valtra to a market share of more than 10 percent in Europe in 2028. In addition, Valtra is one of the most popular tractor brands in South America, and Valtra also has a strong position in other markets, such as Australia and parts of Asia,” says Lehtiköinen.

Valtra’s team has succeeded in numerous areas – employee commitment, customer satisfaction, occupational safety, precision farming and tailor-made products for customers – and these will create the basis for growth in the future as well.

“We have been doing better all the time, and our customer service

has been good. In addition, the customer experience has developed strongly in the last year. France has been our largest market for a long time, while Germany is our fastest growing market – which means Valtra has a strong position in Europe’s largest agricultural countries. A strong customer experience can only be realised by committed and competent employees – and Valtra must be the best employer in the eyes of competent people,” says Lehtiköinen.

Investments in the factory and tractor models

AGCO has invested enormously in people, Valtra’s Suolahti factory, AGCO Power’s engine plant in Linnavuori, and Valtra’s tractor models.

“In 2023, we trained all employees in AGCO’s cultural beliefs. More than 600 employees attended one-day training on how ‘Farmer First! Speak Up! Team Up!’ are implemented in our operations and assessed how these three

cultural beliefs can be used to achieve our future goals,” Lehtiköinen adds.

“Our factory investments are aimed at achieving more capacity, efficiency and quality. Our new transmission plant, for example, will enable us to start manufacturing all stepless transmissions ourselves. In addition, we have a brand-new chassis paint shop, product development laboratory and logistics centre. We now have to show that it is worth investing in Finland in the future as well and that these investments are the most productive.”

A few years ago, Valtra had four tractor series in Europe; today there are seven. The range includes a tractor suitable for viticulture and prairie ploughing, not forgetting municipal contracting and forestry. The success of the Q Series increased Valtra’s market share last year. Next is the turn of the new S Series, which will be presented throughout Europe this year as part of our SmartTour.

“More than a third of our customers want Unlimited equipment for their tractors. None of our competitors can deliver such highly tailored tractors on the same scale,” Lehtiköinen points out. •

Mikko Lehtiköinen

Who:

Mikko Lehtiköinen, Managing Director of Valtra, b. 1975

Education: MSc, Agricultural and Forestry

Career: Formerly Sales Director at forestry software developer Arbonaut, Director of Marketing at forest machinery company Kesla, and marketing management positions at Valtra since 2009

Family: Wife, 17-year-old son and 15-year-old daughter

Hobbies: Sports from padel tennis to downhill skiing, forestry and maintaining a classic 1964 Mercedes-Benz SL

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- Sizes: S-XXXL



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- Tone-on-tone print decorated with rhinestones on the front
- Slightly shaped model
- Turned cuffs
- 95 % cotton, 5 % elastane
- Sizes: S-XXL



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Valtra Models



F Series

MODEL	MAX. HP*
F75	75
F95	90
F105	103

A Series

MODEL	MAX. HP*
A75	75
A85	85
A95	95
A105	105
A115	115
A125	125
A135	135

All A Series models are available with the HiTech (12+12R) transmission. A75–A95 models are also available with the HiTech2 transmission and A105–A115 models with the HiTech4 transmission.

G Series

MODEL	MAX. HP*	
	STANDARD	BOOST
G105	105	110
G115	115	120
G125e	125	130
G135	135	145

All G Series models are available with the HiTech, Active or Versu transmission.

N Series

MODEL	MAX. HP*	
	STANDARD	BOOST
N135	135	145
N155e	155	165
N175	165	201

N Series models are available with the HiTech, Active, Versu or Direct transmission.



S Series

MODEL	MAX. HP*	
	STANDARD	BOOST
S286	280	310
S316	310	340
S346	340	370
S376	370	400
S396	400	420
S416	420	420



Q Series

MODEL	MAX. HP*	
	STANDARD	BOOST
Q225	230	250
Q245	245	265
Q265	265	290
Q285	285	305
Q305	305	305



T Series

MODEL	MAX. HP*	
	STANDARD	BOOST
T145	155	170
T155	165	180
T175e	175	190
T195	195	210
T215	215	230
T235	235	250
T235 Direct	220	250
T255	235	271

T Series models are available with the HiTech, Active, Versu or Direct transmission with the exception of the T255 model, which is available with the HiTech, Active or Versu transmission.