

VALTRA

Power Partner

T Series

T 121–T 191



VALTRA T – THE NEXT GENERATION

The next generation Valtra T Series has been designed to meet the needs of today's professional farmers and contractors. The new T Series combines the traditional power and strength of Valtra tractors with the unparalleled versatility offered by Valtra's à la carte customer order system.

The new T Series utilises the very latest technology, making it a class-leader in its segment. A range of new features further enhances power and comfort, thus taking productivity to a whole new level.

The new T Series offers a range of hydraulics and transmission options according to three model classifications: **Classic, HiTech and Advance**. Valtra's à la carte customer order system offers over a million different combinations of equipment alternatives and options.

Tell us what kind of tractor you want, and we'll build it – together with you.

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VALTRA

T SERIES

Classic	max. output
T121	102 kW/139 hp
T131	113 kW/154 hp
T161	128 kW/174 hp
T171	135 kW/184 hp

HiTech	max. output
T121	102 kW/139 hp
T131	113 kW/154 hp
T151e	119 kW/162 hp*
	120 kW/163 hp
	127 kW/173 hp*
T161	128 kW/174 hp
	135 kW/184 hp*
T171	135 kW/184 hp
	142 kW/193 hp*
T191	139 kW/189 hp
	155 kW/211 hp*
	155 kW/211 hp**

Advance	max. output
T151e	120 kW/163 hp
	127 kW/173 hp*
T161	128 kW/174 hp
	135 kW/184 hp*
T171	135 kW/184 hp
	142 kW/193 hp*
T191	139 kW/189 hp
	155 kW/211 hp*
	155 kW/211 hp**

* Transport boost in gears H2, H3 and H4
Rated power, page 23

** Sigma Power



INDIVIDUALLY YOURS

Custom built tractors means that customers choose themselves the kind of tractor they want by specifying the main features and equipment. Custom built tractors are unique, individual products. The specifications of the end product meet the exact needs of the customer, so the costs are based only on the essential features and equipment.

Classic

Mechanical transmission and hydraulic controls

- 36F+36R powershift gears c/w creep gears
- mechanical forward-reverse shuttle
- mechanical hydraulic controls



HiTech

Electronic transmission control and mechanical hydraulic controls

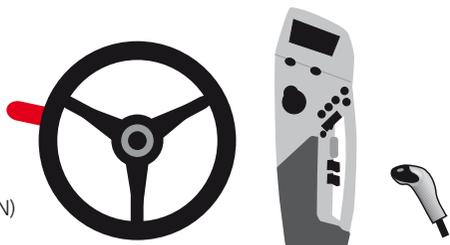
- 36F+36R powershift gears c/w creep gears
- electro hydraulic forward-reverse shuttle
- Automatic Powershift transmission (Auto 1 & 2, Auto N)
- mechanical hydraulic controls



Advance

Electronic transmission and hydraulic controls

- 36F+36R powershift gears c/w creep gears
- single gear lever
- electro hydraulic forward-reverse shuttle
- Automatic Powershift transmission (Auto 1 & 2, Auto N)
- Load sensing electronic hydraulic controls
- adjustable hydraulics (oil flow and timing)
- joystick in the armrest for controlling external hydraulics



Valtra has over 10 years experience with its comprehensive à la Carte system. Valtra à la Carte offers over a million technical and equipment combinations according to individual customer needs. Most equipment options are installed at the factory, guaranteeing quality.

	Classic				HiTech				Advance					
	T121	T131	T161	T171	T121	T131	T151e	T161	T171	T191	T151e	T161	T171	T191
6 cyl./6.6 l / 4 valves/cyl.	●	●	●		●	●	●	●			●	●		
6 cyl./7.4 l / 4 valves/cyl.				●					●	●			●	●
Intercooler	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Common Rail turbo engine	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Transport boost						●	●	●	●	●	●	●	●	●
EcoPower turbo engine							●				●			
Semi-automatic range gear											●	●	●	●
Electrohydraulic forward-reverse shuttle					●	●	●	●	●	●	●	●	●	●
Load Sensing hydraulics											●	●	●	●
New multifunction armrest											●	●	●	●
U-Pilot											●	●	●	●
EcoSpeed							○	○	○	○	○	○	○	○
Front axle suspension	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Cab suspension					○	○	○	○	○	○	○	○	○	○
Brake booster			●	●			●	●	●	●	●	●	●	●
Isobus					○	○	○	○	○	○	○	○	○	○
Front lift + front PTO	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Infolight	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Auto-Guide					○	○	○	○	○	○	○	○	○	○
TwinTrac reverse drive system					○	○	○	○	○	○	○	○	○	○
Automatic air conditioning					○	○	○	○	○	○	○	○	○	○

● standard ○ optional



New right hand side console

Air conditioning

New multifunction armrest

New cab design

Side exhaust as standard

**Mirrors,
electrically
adjusted and
heated as option**

Lower cab noise level

**Joystick for frontloader
management**

**Mechanical or Electro hydraulic
forward/reverse shuttle**

**New TwinTrac
reverse drive controls**

**Cab suspension
with longer travel**

**PTO start/stop switch and
rear linkage lifting and
lowering switch
in rear mudguard**

**New SisuDiesel 66 and 74 Common Rail
engines with 4 valve/cylinder**

**Front mudguards
(steering/rigid)**

Intercooler

Power beyond

**Load sensing
hydraulics**

Isobus connect

**Valtra-frontloader,
factory fitted**

Front PTO, factory fitted

Front lift, factory fitted

**Front weight
alternatives**

**Rear wheel
weights**

**Wide range of
tyre options,
size and brand**

Semi-automatic range gear

Transmission 40 or 50 km/h

Hydraulic multidisc brakes

Aires-front axle air suspension

Some options may be included in the standard build specification of certain models on offer in the UK and Irish markets, please check with your local dealer for the exact model specification

NEW GENERATION COMMON RAIL ENGINES

SisuDiesel tractor engines are off-road engines that are designed for use in demanding applications. This can be seen in their sturdy structure, durability, reliability and extremely strong torque characteristics.

All T Series tractors are powered by SisuDiesel Common Rail engines that feature a number of refinements for further improving ignition and lowering emissions. These refinements also improve the traditional virtues of SisuDiesel engines, which are now quieter and more powerful than ever.

The new generation of Common Rail engines feature third-generation electronic engine management (EEM) developed by SisuDiesel. EEM technology offers many advanced functions, such as low idle (650 rpm) when the handbrake is applied and transport boost, which is available on HiTech and Advance models.



COMMON RAIL

In Common Rail engines the fuel can be delivered in up to five stages during a single ignition. The electronic engine management can analyse and adjust the amount of fuel needed by the engine over 100 times per second. The multi-stage fuel injection plays a major role in lowering emissions. At the same time, optimal fuel efficiency can be maintained.



LOW IDLE

A new Valtra innovation is low idle for Common Rail engines. The ordinary idling speed is 850 rpm. When the tractor is parked and the handbrake engaged, the engine speed drops to a pleasantly quiet 650 rpm, further reducing fuel consumption. When starting driving again the control lever is lifted to the N position, and the idling speed is immediately increased to 850 rpm to make use of the high start-up torque of the engine.



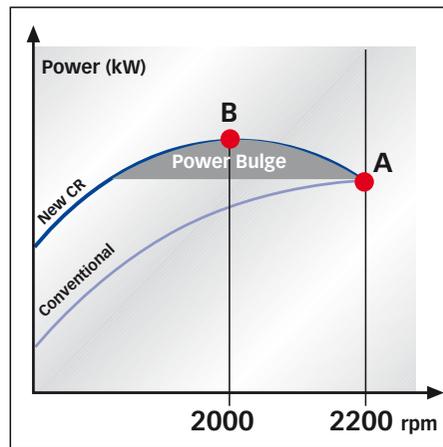
CRUISE CONTROL

Cruise control allows the driver to set the desired driving speed or engine/PTO rpm. The pre-set speed or rpm is maintained automatically regardless of changes in load. When turning at the headland or stopping work the engine speed can be temporarily returned to idle or another pre-set value at the push of a button. The driving speed or engine/PTO rpm is then regained automatically by pushing the button again. Cruise control makes daily work simpler and faster. The quality and productivity of work are also improved.



ADVANTAGES OF COMMON RAIL ENGINES

- Exceed Tier III emissions standards
- High fuel injection pressure, precise fuel injection timing and efficient intercooling help manage emissions
- CR engines react quickly to changes in load
- Higher torque achieved at low rpm. Torque remains high even if engine speed drops during work, making work efficient and improving fuel efficiency
- Basic construction of SisuDiesel engines offers very long life:
 - intercooler
 - wet cylinder liners, centrally supported
 - reduces cylinder liner vibration
 - minimises wear on cylinder liners and pistons
 - low oil consumption
 - fuel system located on cold side of engine
 - fuel filters can be easily changed without tools and without leaking fuel.
 - easy access to maintenance components
- optimal ignition thanks to CR pre-injection
 - lower noise levels
 - new and pleasant engine sound
- four-valve-per-cylinder technology improves fuel flow through cylinders and reduces heat load around cylinders.

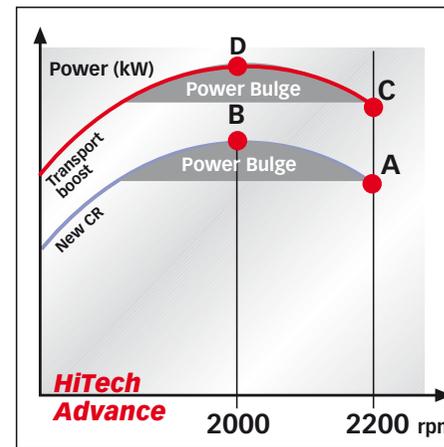


POWER BULGE

Power bulge means that the engine delivers the maximum power at lower rpm than the rated speed. T Series CR engines have a rated speed of 2200 rpm, but the maximum power is achieved at 2000 rpm. The power bulge is approximately 3-4 hp.

Benefits

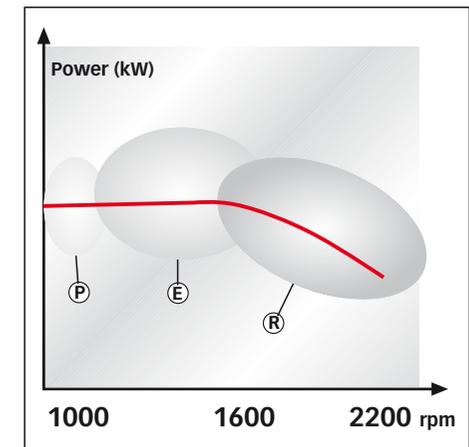
- Improved fuel efficiency
- Reduced noise levels
- Less downshifting
- Increased productivity



TRANSPORT BOOST

Models with Common Rail fuel injection offer extra power boost for transport driving. The power increase is approximately 5-6 percent compared with the power at field speeds. Transport boost offers extra power in gears H2, H3 and H4. The power bulge is also available in transport boost mode.

- A Rated power in normal use
- B Maximum power in normal use
- C Rated power with transport boost
- D Maximum power with transport boost



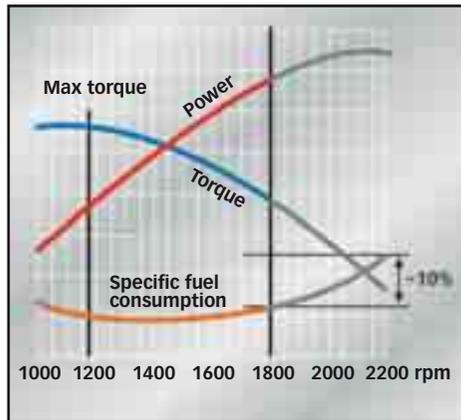
PERMATORQUE

SisuDiesel engines feature Permatorque, which offers a torque reserve (R) from the engine rated rpm to the rpm at the maximum torque. In the T Series the maximum torque is achieved at 1500 rpm (EcoPower 1100 rpm). Permatorque (E) means that the torque remains constant until 1000 rpm. High torque at low rpm (P) enables a smooth start up during PTO work and when moving off with heavy loads.

**HiTech
Advance**

ECOPOWER MODEL T151e

Farmers and contractors are constantly seeking out new ways to respond to the needs of cost-efficiency and rising fuel prices.



EcoPower was introduced by Valtra in 1999. The new Common Rail technology adds new dimensions to the third generation of EcoPower.

In T151e models, the EcoPower function lowers the maximum engine speed by 400 rpm. This reduces fuel consumption by up to 10 percent.

At the same time, the average piston speed is reduced by 20 percent, which also extends the life of the engine by around 20 percent. Lower engine speeds also lower engine noise by several decibels, which in turn improves driving comfort.

TWO TRACTORS IN ONE

Another new feature in EcoPower is the option to switch between the efficient **Eco mode** and the standard **Power mode**.

Eco Mode with genuine EcoPower features

- Rated speed 1800 rpm
- Fuel savings up to 10 %
- Lower noise level
- Lower piston speed, increased engine life
- Very high torque, even at 1000 rpm
- Wide, constant torque range

Eco Mode is recommended:

- For maximising fuel efficiency
- For soil preparation
- For all utility work

Power Mode offering approximately the same power but including transport boost

- rated speed 2200 rpm
- Transport boost 11 hp (8kW)
- Top speed 50 km/h or 40 km/h EcoSpeed depending on specification
- High PTO power

Power Mode is recommended:

- For heavy PTO work
- For high average speeds in hilly conditions
- For high hydraulic output

SisuDiesel engines with Common Rail fuel injection system already comply with Tier 3 emissions standards and can be run on a maximum 20% dilution of Biodiesel (B20).





HiTech Advance

ECOSPEED

EcoSpeed is based on the 50-km/h transmission, but the highest speed is limited to approximately 40km/h (max possible speed is 43km/h depending on load).

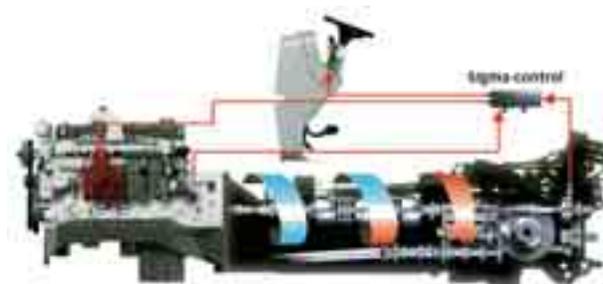
- Engine speed at max speed of 40 km/h is around 1800 rpm depending on tyre size
- Speed with H4, DPS / 2nd gear: 40 km/h at 2200 rpm
- Speed with H4, DPS / 3rd gear: 40 km/h at 1800 rpm
- Lower fuel consumption
- Lower noise, less wear
- Available for T131-T191 models

Note that the speed chart for EcoSpeed models is the same as for 50-km/h models apart from the limitation in H4 to 40km/h.

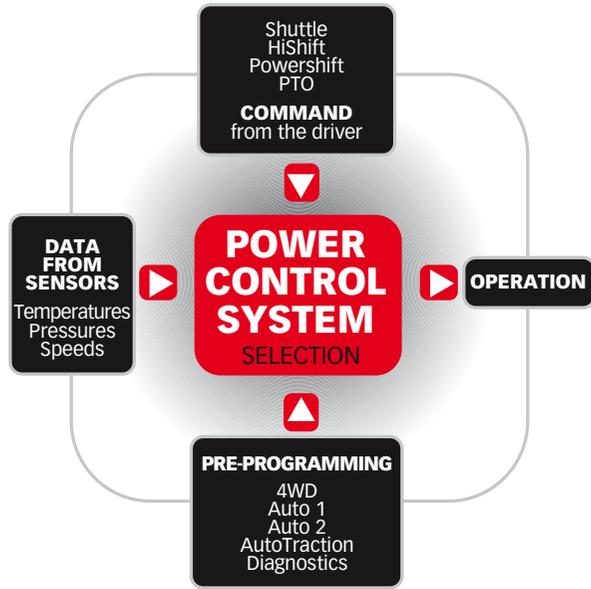
HiTech T191 Advance T191

SPECIAL OUTPUT WITH SIGMA POWER

The nominal power output of T191 Sigma Power models is 189 hp. When the PTO is sufficiently loaded, the maximum output of the engine increases to 211 hp and the engine provides 22 hp of additional power for use at the PTO shaft. Sigma Power models are ideal for use with implements that require a lot of PTO power, such as power harrows, rotary tillers, mulchers and shredders.



HiTech Advance



Valtra's unique Power Control system selects the best engagement of the forward-reverse shuttle, four-wheel-drive, HiShift button-controlled clutch, Powershift gears and PTO every time whatever the situation.



Driving directions can be switched using the shuttle lever without having to use the clutch. The transition is always smooth and fast, regardless of the load. The shuttle lever also controls the handbrake.

The HiShift button-controlled clutch allows the driver to change gears or ranges without using the floor clutch. The floor clutch can still be used when extra precision is needed.



AUTO 1 AND AUTO 2 POWERSHIFT

The benefits of the Powershift transmission are realised best in work that requires a lot of shifting. The Powershift transmission can be operated either by push buttons or by using one of two automatic programmes. The Auto 1 and Auto 2 programmes change gear automatically when engine speed goes above or falls below the preset rpm.

Auto 1

In Auto 1 the Power Control system selects the optimal gear when ever the engine speed goes above or falls below a certain rpm. Auto 1 is preset at the factory. Auto 1 is ideal for field work, PTO work and transport operations.

Auto 2

In Auto 2 the driver can preset the engine speeds for shifting gears according to the type of work. The Power Control system automatically takes care of shifting the gears. Auto 2 helps maximise the efficiency of using tractor- implement combinations.

Kick down function

Both Auto 1 and Auto 2 feature a kick-down function that speeds up shifting. When the accelerator pedal is pressed down fast, the system will temporarily shift down to a lower gear (when the system allows). The kick-down function also works when braking.

AUTOTRACTION

Autotraction automatically disengages the drive when the driver presses the brakes at less than 10 km/h or when the engine speeds drops below 1000 rpm. When the engine speed increases above 1000 rpm or the brake pedal is released, the drive engages smoothly. AutoTraction is ideal for stop-start operations.



AUTOMATIC FOUR-WHEEL-DRIVE

Valtra's 4WD system prevents wheel spin and soil damage. The system automatically engages four-wheel-drive temporarily when moving off from rest, changing gears, using HiShift or changing directions. The driver can select for how long the four-wheel-drive is activated. The system may also be deactivated if required. The four-wheel-drive system and differential lock can be controlled either automatically or manually.

Valtra transmissions combine power-saving technology with proven design features to ensure reliability, efficiency, ease of operation, and low service costs.



Mechanical or electronically controlled auxiliary hydraulics can be specified as required, and control is straightforward and logical. Long hydraulic oil change intervals save time and costs. The T Series allows for the optional use of Valtra-approved bio-oils.

AUXILIARY HYDRAULIC CONTROLS ON CLASSIC AND HITECH MODELS

In Classic and HiTech models, the auxiliary hydraulics are controlled by levers located on the right hand panel. Oil output is 73 litres per minute. Three valves come as standard with a fourth as an option. The armrest pictured here features a joystick for controlling the front loader. (see loader section)



VALTRA AUTOCONTROL

and buttons for Classic and HiTech models are located in the side panel, while for Advance models they are located in the driver's armrest. Drive Balance Control comes as standard with the linkage. Autocontrol combined with wheel slip control is standard on the Advance T151e–T191 models and optional on HiTech models.

Note: Autocontrol D (ACD) is similar to Autocontrol B (ACB) but also includes slip control by radar.



1. Autocontrol lift and lower switch
2. Position control/working depth
Position of lower links, including a float position
3. Dump switch. Temporary position control override
4. Linkage lift with raise, lower and neutral
5. Control of speed of lowering the links
6. Control of maximum height of links
7. Control for position control and draft control
8. Drive Balance Control
9. Slip control (ACD) on/off

DRIVE BALANCE CONTROL

Drive Balance Control is a standard feature of Autocontrol. When engaged, this system works like a shock absorber when carrying heavy implements on the linkage over uneven ground. The system senses the variations in dynamic loading and automatically makes corrections to even out the bumps.



Drive Balance Control operates only in the transport position. The system begins to work when the factory adjusted 8 km/h limit is exceeded. The limit is adjustable in Autocontrol ACD; in ACB the function starts as soon as the tractor is moving.

Benefits:

- Driving the tractor is more even and stable
- Improves the ground contact of front wheels for safer steering
- Reduces high stress loads imposed by heavy implements in transport

Advance

The auxiliary hydraulics on Advance models are controlled conveniently and efficiently using the joystick and push buttons located on the new ergonomic armrest. The joystick can also be used to control the front loader. The proportional joystick control and electronically controlled hydraulic valves allow tractor and implement functions to be adjusted with extreme precision.

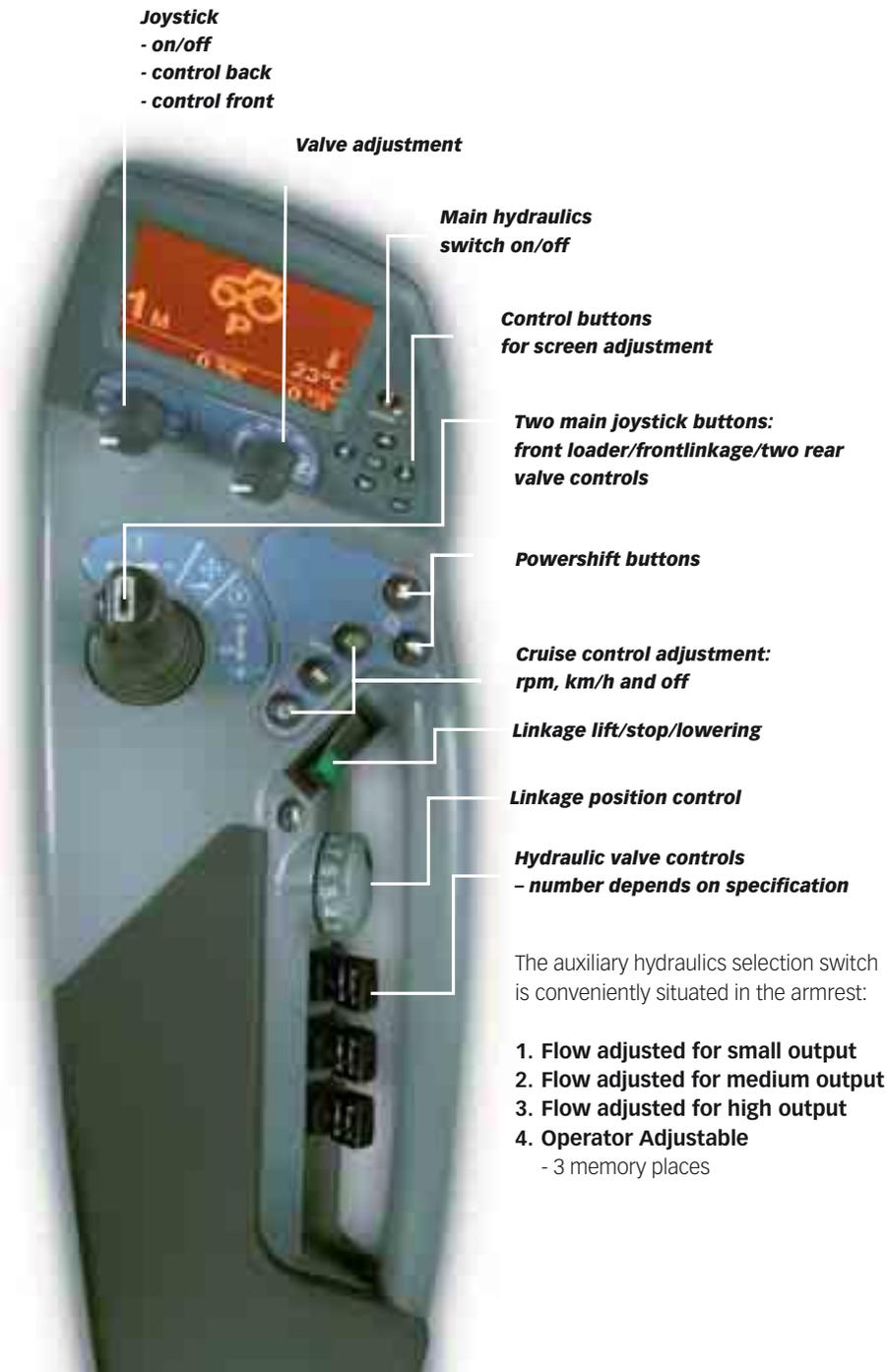
The maximum capacity of the hydraulics is extremely high: 115 l/min (@205 bar) and can be programmed according to the required flow and time of operation. The load-sensing auxiliary hydraulics on Advance models meet all the requirements of the latest implements and implement combinations. The 100% electronic control of the auxiliary hydraulics is a feature unique to Valtra.

Auxiliary hydraulics valves:

- Standard 2 and one on/off valve
- Optional 2 or 3 ancillary hydraulics valves to the rear, plus one on/off valve.
- 2 or 3 valves available to the front (customer can choose)
- Maximum number of valves to the rear is 5 + 2 on/off valves, and to the front 3 valves for using a front loader or linkage.

The standard on-off valve is used via the quick couplings, and the optional on/off valve is piped directly to the implement. To ensure the highest possible output for implements, a Power Beyond connection can be fitted to the system at the rear.

The joystick on the driver's armrest is used for controlling valves 1 and 2 of the auxiliary hydraulics and may also be used to operate the front loader or linkage. Most of the auxiliary hydraulic system can be activated using the armrest's joystick, switches and buttons. The linear switches in the armrest are used to control valves 3, 4 and 5, as well as the third valve in the front.



Joystick
- on/off
- control back
- control front

Valve adjustment

Main hydraulics switch on/off

Control buttons for screen adjustment

Two main joystick buttons: front loader/frontlinkage/two rear valve controls

Powershift buttons

Cruise control adjustment: rpm, km/h and off

Linkage lift/stop/lowering

Linkage position control

Hydraulic valve controls - number depends on specification

The auxiliary hydraulics selection switch is conveniently situated in the armrest:

1. Flow adjusted for small output
2. Flow adjusted for medium output
3. Flow adjusted for high output
4. Operator Adjustable
- 3 memory places

Advance



U-PILOT

Valtra's U-Pilot Headland Management System significantly reduces the amount of work needed to control field and headland operations. The system helps to keep the driver more alert and makes turning around faster. The system also reduces the risk of human error when managing so many functions. The Off/On/Rec switch is situated in the B pillar, while the Start/Stop switch is in the driver's armrest. The display is in the instrument cluster.

Tractor operations that can be controlled by U-Pilot:

- Three-point linkage
- Auxiliary hydraulics valves
- 4WD
- Differential lock
- PTO (front/rear)
- Cruise control
- Powershift
- DIN electrical connectors

A pause can also be programmed into the system. When storing the programme, the distance travelled by the tractor is registered and the operations are synchronised with this. Up to 30 separate operations can be recorded in the system.



Advance

PRACTICAL DESIGN CABS

Valtra cabs are designed and built to be spacious, ergonomic and safe. The latest technology is used to help keep the driver fresh and alert throughout the entire workday. Control switches and buttons are easy to locate and use whilst the programming required in agricultural and contracting work today has been made straightforward and simple.

The doors are large, with adjustable opening settings, and equipped with heavy duty gas springs to assist with opening. Grab handles are sturdy, and the cab floor is flat. Valtra cabs are particularly spacious and offer excellent visibility through their tinted windows. The width of the cab also makes it easy to turn around when using Valtra's special TwinTrac reverse-drive system. The steering column and wheel can be adjusted, and the pleasant steering wheel offers excellent grip and feel for the driver. The seat rotates 180 degrees. Safety is further emphasised by step lights, and there is a delay before the cab interior light switches itself off (optional infolight kit).

Features:

- New design of side panel
- Cab suspension (optional)
- Low noise levels
- Large doors
- One-piece glass doors - better side visibility
- New floor construction
- Low-frequency driver's seat (optional)
- New armrest and tractor terminal
 - joystick control of many operations
- Air-intake filter easy to clean
- Automatic air-conditioning (optional)
- New instrument lighting
- Forestry cab excellent visibility
- Three solid footsteps
- Fuel tank protects the steps from mud
- Excellent hand grips
- Compact and sloping bonnet
- Exhaust pipe behind A pillar



**Classic
HiTech**



**HiTech
Advance**

TWINTRAC - WORK IN BOTH DIRECTIONS!

Valtra's factory-fitted TwinTrac reverse-drive system makes working in both directions convenient and efficient. The spacious cab is also ideal for working in reverse and the driver can rotate his seat 180-degrees without having to get up. The system includes a rear steering wheel with forward/reverse shuttle lever, plus rear clutch, accelerator and brake pedals. Visibility of rear mounted implements and the working area is excellent. Many tractor-implement combinations work best when driven in reverse. The TwinTrac reverse-drive system offers many benefits, as heavy-duty implements are always attached to the rear.

TwinTrac applications

- Mowers and mower conditioners • Silage forks/buckrakes • Forage harvesters • Municipality equipment, brushes, snow blowers
- Row-crop implements • Grinders/mulchers/shredders



**Advance
PROLINE INSTRUMENT
PANEL**

- Running hours • Clock • Working time • Cruise control
- Driving speed • Wheel slip • Rear PTO Speed • Front PTO speed (extra equipment) • Engine speed • Lower link position
- Gearbox temperature • Travel distance • Area worked





Auto-Guide – automatic steering unit
 Auto-Guide is a fully automated steering assist system based on GPS navigation system. The system steers the tractor on the field along virtual waylines. Auto-Guide allows three types of automated steering: parallel, pivot and contour.

HiTech Advance



Benefits

- Generates savings on fuel, time and chemicals by limiting overlap and underlap
- Permits accurate operation in darkness, dust and fog 24 hours a day
- Reduces operator fatigue and delivers consistent performance
- Reduces chemicals and seed usage by eliminating costly overlap
- Reduces weed growth by avoiding missed areas during herbicide application
- Decreases spray burn caused by spray overlap of herbicide
- Enables repeatable farming and reduced soil compaction
- Increases operator focus on system capability and operation
- Increases operating speed
- Allows more efficient use of tractor assets
- Eliminates the need for row marker system

Factory-fitted

Valtra front loaders are fitted at the factory and are designed to be compatible with Valtra tractors and equipment. The range of front loaders features a new design, strong construction, and a long list of improvements to boost output.



Depending on the model of tractor, the front loader can be controlled using either the electronic proportionally controlled joystick on the armrest or with a mechanically operated ErgoDrive control.

Valtra is the only tractor manufacturer to fit front loaders to its tractors on the factory production line.

Valtra front loaders

Valtra front loader	Max weight of tractor, kg	Valtra model
60*	6000	T121–T191
65**	6000	T121–T191
75**	7000	T151 – T191
85**	9000	T151 – T191

* non-parallel lift ** parallel lift



TwinTrac

The second generation TwinTrac features a new location for the tiltable steering column and HiTech transmission control. Because the armrest with tractor terminal is standard on Advance models, it is also used as an info display and control for the hydraulics. In HiTech models the info display is located on the right pillar of the cab. Note: For safety reasons it is recommended that the maximum driving speed should be 10 km/h using the reverse drive controls.



Forestry cab

Valtra also offers the option of a forestry cab, featuring a protective cage around the roof, super strong and large polycarbonate glass, and an extra window above. Three other windows increase further visibility. A Valtra T series tractor equipped with the forestry cab and TwinTrac reverse drive system is an unbeatable combination for forestry contracting work.



Front PTO and linkage

Front linkage is factory-fitted on the production line and is available with front PTO (1000 rpm) if required. The lift capacity of the front linkage is 3,500kgs. Front axle suspension can be fitted together with the front PTO and linkage. Using implements attached to both ends of the tractor significantly increases working efficiency and productivity



Aires – front axle suspension

Valtra's hydro pneumatic front axle suspension significantly increases driving comfort on roads or in the field, either operating with trailers or mounted equipment, allowing fast, safe and comfortable journeys across a variety of terrain and surfaces. On field work the front suspension can significantly increase pulling efficiency.



Cab suspension

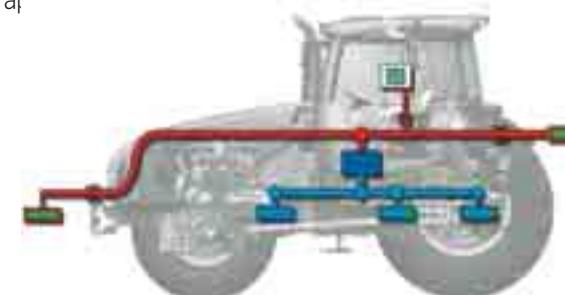
Cab suspension is a useful option giving increased driving comfort. Combined with the low-frequency driver's seat and the quiet cab, the driving experience is on a level of that of a passenger car. Cab suspension is a perfect match with the Aires front axle suspension.

Valtra ISOBUS controlling implements is easier than ever

ISOBUS is a standardised system for communicating and sharing data between the tractor and implement. A Virtual Terminal inside the cab is used to control implements, display input data and save information. ISOBUS makes it easy to control modern implements, especially those with many features and a high level of automation. The number of ISOBUS implements on the market is increasing rapidly.



HiTech Advance



OPTIONAL AND ADDITIONAL EQUIPMENT



Front linkage / PTO



Front loader



50 km/h road transmission



Extra control switch for PTO



Raised air intake



Aires air suspension



Auxiliary fuel tank 170 l



Cab suspension



TwinTrac



Forestry cab



Infolight package



Rotating warning lights



Front mudguards



Special tyres



Multiple tyre options



Front weights 14 x 40 kg



Middle weights 10 x 40 kg



Rear wheel weights



Linkage weights 650/1100 kg



Trailer air brake readiness

- hydraulic quick couplings at front
- accumulator
- hydraulic levelling
- hydraulic top link
- front wheel weights
- customer's name on cab
- PTO options
- PTO shafts
- main switch, electric
- cabin heater and contact socket
- first aid kit
- dry power extinguisher
- brake valve applications
- seatbelt
- control stop
- rear wiper and washer
- active charcoal filter (cab)
- auxiliary working lights (front)
- step light
- auxiliary socket for rear working lights
- cab interior light delay
- trailer hitch light
- local towing equipment alternatives
- pneumatic facility
- pneumatic brake facilities
- reverse buzzer
- rear PTO start/stop
- licence plate support and light
- forward-reverse shuttle lever on right
- electricity socket, DIN standard
- rear accelerator pedal
- rear-drive equipment + shuttle valve
- forest protection for auxiliary fuel tank
- roof hatch
- radio readiness
- air conditioning
- electric mirrors

Some options may be included in the standard build specification of certain models on offer in the UK and Irish markets, please check with your local dealer for the exact model specification



Valtra's modern and efficient centralised spare parts system delivers fast and guaranteed parts and service support. Within Europe parts can be delivered within 24 hours.

Valtra Services is responsible for the training of our international servicing and spare parts personnel. Centralised training ensures high-quality and consistent servicing for all Valtra customers. Valtra Services also prepares all servicing, repair and spare parts manuals. Valtra literature, including our user manuals, represents the very best in the tractor industry.

SERVICE KITS

Valtra offers convenient ready-prepared service kits for 100-hour, 500-hour and 1000-hour services. These kits include all necessary original parts, guaranteeing quality and results. Using original parts helps maintain a high resale value.





**VALTRA INNOVATES, INVESTS
AND SERVES**

Valtra has always invested heavily in product development. A good example is the brand new R&D centre and tractor laboratory at the Suolahti tractor factory.



TECHNICAL SPECIFICATIONS – TRANSMISSION AND HYDRAULICS

Classic

Mechanical transmission and hydraulic controls

MODEL	T121	T131	T161	T171
Transmission	36 forward gears + 36 reverse gears, 0.6-40 km/h (Optional 50 km/h on T161c/T171c)			
Clutch type	dry clutch			
Shuttle	mechanical, synchronised			
Powershift	manual, electrohydraulic			
4WD	manual or automatic operation (together with brakes and differential lock)			
Differential lock	manual or automatic operation (together with linkage and brakes)			
Parking brake	mechanical			
Hydraulics				
Autocontrol B, with Drive Balance Control	●	●	●	●
Max pump output, l/min	73 l/min	73 l/min	73 l/min	73 l/min
Max pressure, bar	196 bar	196 bar	196 bar	196 bar
Lift capacity at link ends, kg	7700	7700	7700	7700
Three-point classification	III	III	III	III

HiTech

Electronic transmission control and mechanical hydraulic controls

MODEL	T121	T131	T151e	T161	T171	T191
Transmission	36 forward gears + 36 reverse gears, 0.6-40 km/h (Optional 50 km/h on T151eh-T191h)					
Clutch type	two wet multi-disc clutches (rear/front)					
Shuttle	electrohydraulic, pedal free					
Powershift	computer controlled electrohydraulic, programmable by driver					
4WD	manual or automatic operation (together with brakes and differential lock)					
Differential lock	manual or automatic operation (together with linkage and brakes)					
Parking brake	Hydraulic control with shuttle lever					
Hydraulics						
Autocontrol B, with Drive Balance Control	●	●	●	●	●	●
Autocontrol D, with slip control	●	●	●	●	●	●
Max pump output, l/min	73 l/min	73 l/min	73 l/min	73 l/min	73 l/min	73 l/min
Max pressure, bar	196 bar	196 bar	196 bar	196 bar	196 bar	196 bar
Lift capacity at link ends, kg	7700	7700	7700	7700	7700	7700
Three-point classification	III	III	III	III	III	III

Advance

Electronic transmission and hydraulic controls

MODEL	T151e	T161	T171	T191
Transmission	Transmission 36 forward gears + 36 reverse gears, 0.6-40 km/h (Optional 50 km/h)			
Clutch type	two wet multi-disc clutches (rear/front)			
Shuttle	electrohydraulic, pedal free			
Powershift	computer controlled electrohydraulic, programmable by driver			
4WD	manual or automatic operation (together with brakes and differential lock)			
Differential lock	manual or automatic operation (together with linkage and brakes)			
Parking brake	HiBrake, hydraulic control with shuttle lever			
Hydraulics				
Autocontrol D, with slip control	●	●	●	●
Max pump output, l/min	115 l/min	115 l/min	115 l/min	115 l/min
Max pressure, bar	205 bar	205 bar	205 bar	205 bar
Lift capacity at link ends, kg	8100	8100	8100	8100
Three-point classification	III	III	III	III

● standard ● optional

Model	Classic				HiTech							Advance						
	T121	T131	T161	T171	T121	T131	T151e		T161	T171	T191	T151e		T161	T171	T191		
Engine	66 CTA-4V				66 CTA-4V		ECO MODE 66 CTA-4V		POWER MODE 66 CTA-4V		66 CTA-4V		ECO MODE 66 CTA-4V		66 CTA-4V		66 CTA-4V	
Rated power, kW(hp)/rpm, ISO 14396	98(133)/2200	109(148)/2200	125(170)/2200	132(180)/2200	98(133)/2200	109(148)/2200	117(159)/1800	117(159)/2200	125(170)/2200	132(180)/2200	136(185)/2200	117(159)/1800	117(159)/2200	125(170)/2200	132(180)/2200	136(185)/2200	151(205)/2200*	151(205)/2200*
Max power, kW(hp)/rpm, ISO 14396	102(139)/2000	113(154)/2000	128(174)/2000	135(184)/2000	102(139)/2000	113(154)/2000	117(159)/1800	120(163)/2000	128(174)/2000	135(184)/2000	139(189)/2000	117(159)/1800	120(163)/2000	128(174)/2000	135(184)/2000	139(189)/2000	155(211)/2000*	155(211)/2000**
Max torque, Nm/rpm, ISO 14396	550/1500	580/1500	660/1500	670/1500	550/1500	580/1500	680/1100	620/1500	660/1500	670/1500	680/1400	680/1100	620/1500	660/1500	670/1500	680/1400	750/1500*	830/1500**
Viscous fan	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Number of cylinders/capacity, litres	6/6,6	6/6,6	6/6,6	6/7,4	6/6,6	6/6,6	6/6,6		6/6,6	6/7,4	6/7,4	6/6,6		6/6,6	6/7,4	6/7,4	6/7,4	
PTO, replaceable shaft	6-splines, diameter 35 mm, standard (21, 20, 8 and 6-splines, diameter 45 mm, optional)																	
PTO 540 rpm, engine 1874 rpm	●	●	●	●	●	●	—		●	●	●	—		●	●	●	●	
PTO 1000 rpm, engine 2000 rpm	●	●	●	●	●	●	—		●	●	●	—		●	●	●	●	
PTO 540 rpm, engine 1874 rpm	●	●	●	●	●	●	—		●	●	●	—		●	●	●	●	
PTO 540E rpm, engine 1539 rpm	●	●	●	●	●	●	—		●	●	●	—		●	●	●	●	
1000 rpm, Extra Heavy Duty	●	●	●	●	●	●	—		●	●	●	—		●	●	●	●	
540E/1000 rpm	●	●	●	●	●	●	●		●	●	●	●		●	●	●	●	
Ground speed	●	●	●	●	●	●	●		●	●	●	●		●	●	●	●	
Steering	hydraulic, adjustable telescopic steering column																	
Turning radius, front axle without air suspension and with air suspension, m	5,6	5,6	5,6	5,6	5,6	5,6	5,6		5,6	5,6	5,6	5,6		5,6	5,6	5,6	5,6	
Fuel tank capacity, l	165	165	165	165	165	165	165		165	165	165	165		165	165	165	165	
Auxiliary fuel tank, l	170	170	170	170	170	170	170		170	170	170	170		170	170	170	170	
Brakes	hydraulic multi-disc brakes, automatic 4WD activation – four-wheel braking																	
Electric system																		
Starter motor	3,6 kW	3,6 kW	3,6 kW	3,6 kW	3,6 kW	3,6 kW	3,6 kW		3,6 kW	3,6 kW	3,6 kW	3,6 kW		3,6 kW	3,6 kW	3,6 kW	3,6 kW	
Alternator	1,68 kW	1,68 kW	1,68 kW	1,68 kW	1,68 kW	1,68 kW	1,68 kW		1,68 kW	1,68 kW	1,68 kW	1,68 kW		1,68 kW	1,68 kW	1,68 kW	1,68 kW	
Battery	184 Ah	184 Ah	184 Ah	184 Ah	184 Ah	184 Ah	184 Ah		184 Ah	184 Ah	184 Ah	184 Ah		184 Ah	184 Ah	184 Ah	184 Ah	
Front working lights	2	2	2	2	2	2	2		2	2	2	2		2	2	2	2	
Rear working lights	4	4	4	4	4	4	4		4	4	4	4		4	4	4	4	

* Transport boost in gears H2, H3 and H4

** Sigma Power

● standard ● optional

Specifications may change, all rights reserved.

Tractors pictured in this brochure may be with optional or additional equipment.

Dimensions and weights with tyres

Model	Tyres	A, mm	B, mm	C, mm	D, mm	E, mm	F, mm	F _i , mm	Weight, kg
T121	14.9R28 - 18.4R38	5148	2748	2338	2960	2845	555	535	5530
T131	16.9R28 - 20.8R38	5148	2748	2338	2960	2845	555	535	5650
T151e	16.9R28 - 20.8R38	5148	2748	2338	3030	2910	600	600	5950
T161	460/85R30 - 20.8R42	5148	2748	2338	3030	2910	600	600	5950
T171	460/85R30 - 20.8R42	5148	2748	2338	3030	2910	600	600	5950
T191	460/85R30 - 20.8R42	5148	2748	2338	3030	2910	600	600	5950

* without additional weights on a full tank

** with tyres 16.9R28 - 20.8R38



A= Length
B= Wheelbase
C= Width
D= Height to top of the roof
E= Height to top of the exhaust pipe
F= Clearance under front axle
Fi= Clearance under rear axle

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INDIVIDUALLY YOURS

Valtra's à la Carte system allows customers to choose the colour of their tractor. Valtra is the only tractor manufacturer to offer this possibility.

