

# QUICK START GUIDE



**T SERIES**

**N SERIES**

**ACTIVE & HITECH**

EN

**VALTRA**

**YOUR WORKING MACHINE**

# VALTRA CONNECT

## REMOTE SERVICES & CONNECTED SUPPORT FOR YOUR VALTRA MACHINES

### OVERVIEW OF THE MOST IMPORTANT MACHINE DATA – ANYTIME, ANYWHERE!



Simple fleet management using a computer, smartphone or tablet



Minimised downtime due to early identification of error codes



Increased economic efficiency and operating material savings thanks to fact-based analysis of the field management



Optimised machine adjustment and reduced inputs to improve performance



Effective dealer support via AGCOConnect  
Direct help with suitable & fast solutions  
– Ask about retrofit



Data Security: Valtra Connect complies with the stringent European IT security standards



Plan services in advance around seasonal peaks and maximise your uptime. For Valtra G, N and T Series machines. Check now if your machine is ready for Connect: [get.agcoconnect.com](https://get.agcoconnect.com)



**FUSE**  
SMART FARMING. SYNCHRONIZED.

# VALTRA N & T SERIES ACTIVE & HITECH

This guide has been assembled to help Valtra operators to quickly become familiar with their tractor. Please note that this is NOT an operator's manual. Before operating the tractor, it is important that you read the operator's manual with all safety points.

With a state-of-the-art tractor there has to be also a reliable transmission in pure Finnish design. HiTech / Active have a Powershift transmission with 4 ranges and 5 powershift steps. The high level automatics included in this tractor brings the driving of a powershift tractor to a completely new level. The most modern way of driving is combined to mechanically controlled working hydraulics. All that together with market leading operating comfort in a totally new cab gives you the driving experience of a lifetime.

- Revolutionary Powershift (5PS / 20+20 / 30+30)
- Open centre (HiTech) or Load Sensing (Active) hydraulics with mechanical control
- Hydraulic assistant with front valves
- Very easy to operate
- HillHold
- Made in Finland by Valtra

**ACTIVE & HITECH**  
- **KINGS of new generation of powershift transmissions**



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# SMART A-PILLAR DISPLAY

The brand new Valtra smart A-pillar display brings all the information you need to exactly where you need it. With the essential information always displayed up top in a clear and easy way you'll never be left searching for what you need to know. The lower drive displays can be configured to show exactly what you want to see.



## THE DISPLAY CONSISTS OF SEVERAL DISPLAY TECHNOLOGIES FOR SHOWING TRACTOR'S STATE AND CONTROLLING ITS BEHAVIOR.

1.

The uppermost area is a LCD Screen showing: Outside temperature, clock time, Engine RPM, Ground Speed, Fuel & AdBlue level and Engine temperature.

2.

Then there are two LED Icon Matrix Contents, upper one showing information marking lights and another one in the bottom of the instrument, showing warning lights.

3.

Between them is a large TFT (thin-film-transistor) screen, which can be configured in many ways as well as used for tractor settings.

# SMART A-PILLAR DISPLAY

1. Use the wheel encoder and two buttons to navigate screen
2. Via the settings menu select "Drive Display Mode" and select whether you want two, one or zero displays
3. Using the encoder select the desired Drive Display and configure it to display the information you want
4. The brightness of the A-pillar display can be adjusted via the left stalk.
5. Via the settings menu you can activate Auto Dim and set the speed you want the display to automatically darken.



2

1

0



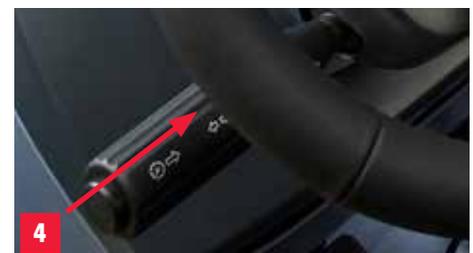
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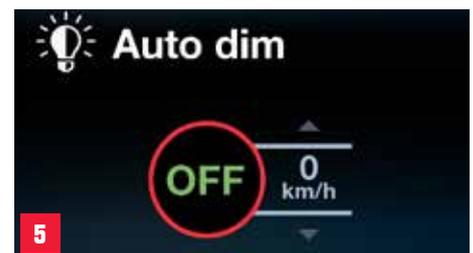
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3



4



5

# A-PILLAR DISPLAY SETTINGS

Settings are now easy to make with the A pillar display. Clear text and graphics tell you what to do. There are settings for engine, transmission, PTO , hydraulic (front valves), counter, display Settings



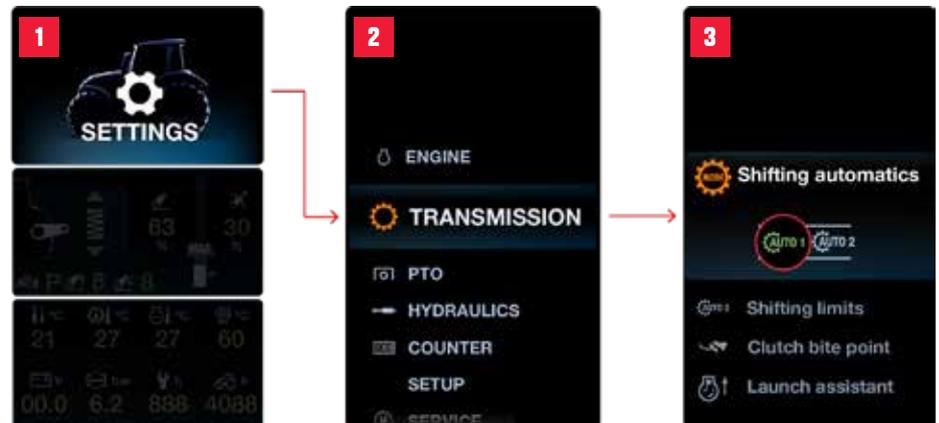
1. Use the wheel encoder and two buttons to navigate screen.

2. Select from the list the function you want to optimize.

3. Click OK and the value to adjust turns red.

4. Now you can adjust value easily; remember to click OK to confirm.

5. Then test in work if you got what you want and if not, adjust the value again.



# VALTRA ARM & SIDE PANEL

## DRIVER'S ARMREST AND MAIN CONTROLS



### Basic controls

1. HiShift push button
2. Range speed push button
3. Powershift push button
4. AutoGuide remote activation button (optional)
5. Hand throttle
6. Engine RPM memory button
7. Position control knob
8. Lift/Stop/Lowering switch
9. Override button for quick/drop entry (overrides position)
10. Switch for front PTO
11. Switch for rear PTO when front PTO is included

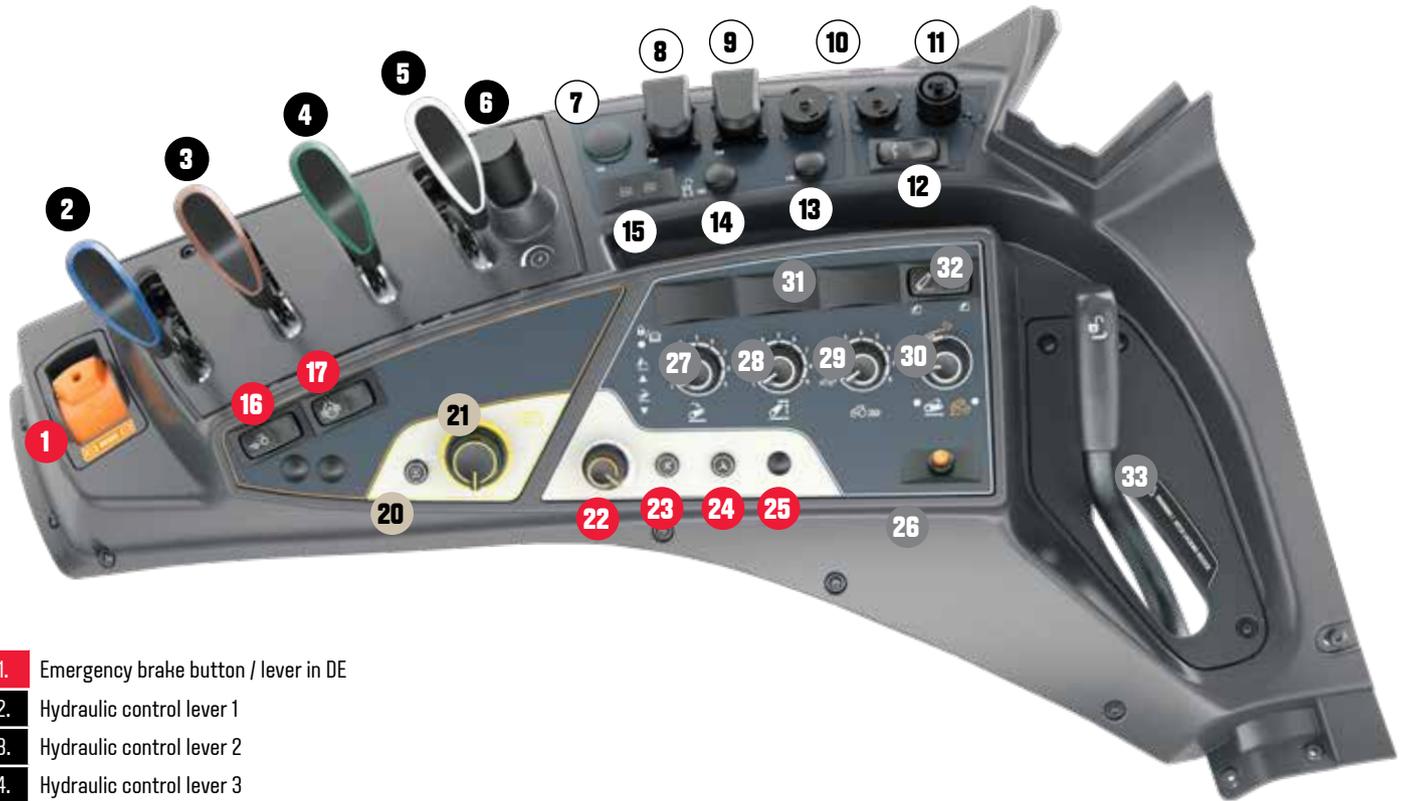
Some controls are optional.

### Valtra ARM

1. Front hydraulics on/off button
2. Button for hydraulic implement locking
3. Button for SoftDrive
4. Changeover button for front lift / front loader
5. Joystick
6. Hand throttle
7. Gear lever
8. PowerShift limit push button
9. Cruise control (off, memory 2, memory 1)
10. Cruise control speed adjustment wheel
11. Autocontrol (lift/stop/lower switch)
12. Position Control override button for Quick drop/entry
13. AutoGuide remote activation button
14. Engine RPM memory button
15. Position control knob
16. Hydraulic paddle (3F)
17. Switch for front PTO
18. Switch for rear PTO when front PTO is included
19. Joystick fingertip lever for auxiliary hydraulics front valve 3F (optional)



- Driving / transmission
- Hydraulics
- 3-point linkage
- Power take-off
- Electrics



- |  |   |   |
|--|---|---|
| <ul style="list-style-type: none"> <li><b>1.</b> Emergency brake button / lever in DE</li> <li><b>2.</b> Hydraulic control lever 1</li> <li><b>3.</b> Hydraulic control lever 2</li> <li><b>4.</b> Hydraulic control lever 3</li> <li><b>5.</b> Hydraulic control lever 4</li> <li><b>6.</b> Flow adjustment control</li> <li><b>7.</b> Lighter / power outlet</li> <li><b>8.</b> 3-pin current socket</li> <li><b>9.</b> 3-pin current socket</li> <li><b>10.</b> SmartTouch extend and ISOBUS terminal connectors.</li> <li><b>11.</b> Implement signal connector (optional)</li> <li><b>12.</b> Power switch for 2-pin current socket</li> <li><b>13.</b> 2-pin current socket (controlled by power switch)</li> <li><b>14.</b> 2-pin current socket</li> <li><b>15.</b> Double USB port (quick charge) (optional)</li> </ul> | <ul style="list-style-type: none"> <li><b>16.</b> Switch for 4WD</li> <li><b>17.</b> Switch for differential lock</li> <li><b>20.</b> Button for rear PTO automatics, start/stop</li> <li><b>21.</b> Speed control for rear PTO</li> <li><b>22.</b> QuickSteer control knob</li> <li><b>23.</b> QuickSteer activation button</li> <li><b>24.</b> AutoGuide steering valve on/off button</li> <li><b>25.</b> AutoGuide receiver on/off button</li> </ul> | <ul style="list-style-type: none"> <li><b>26.</b> Fuel-operated heater in-cab start button (optional)</li> <li><b>27.</b> Lowering speed selection</li> <li><b>28.</b> Max. lifting height selection</li> <li><b>29.</b> Draft control selection</li> <li><b>30.</b> Drive balance control, slip control system</li> <li><b>31.</b> Switch for rear on/off valve</li> <li><b>32.</b> Lifting/lowering switch</li> <li><b>33.</b> Trailer hitch release lever</li> </ul> |
|--|---|---|

# A-B-C-D = FOUR SPEED RANGES

Four speed ranges – less strain = increased efficiency.  
With a choice of speed ranges YOU can set the transmission to work as effectively as possible, cutting fuel usage and increasing component life. LA and LB creeper is optional in some models

	40 km/h	50 km/h or 40km/h EcoSpeed	
<b>LA</b>	0,4-1,4 km/h	0,5-1,7 km/h	High power & torque requirement, very low speed. E.g. special crop tasks.
<b>LB</b>	0,9-3,0 km/h	1,0,-3,7 km/h	High power & torque requirement, very low speed. E.g. special crop tasks.
<b>A</b>	2-7 km/h	3-8 km/h	High power & torque requirement, low speed. E.g. subsoiling and de-stoning.
<b>B</b>	4-15 km/h	5-18 km/h	Medium/high torque requirement, medium speed. E.g. ploughing, bed forming, power-harrowing, drilling.
<b>C</b>	6-22 km/h	8-28 km/h	Medium torque, variable forward speed. E.g field transport, light ploughing, mowing, hedge-cutting, drilling, starting with heavy loads.
<b>D</b>	14-40 km/h	16-50 (57) km/h	16-57 km/h (High Speed) Low torque, high forward speed, no PTO. Road transport range.

\* Note Approximate speed ranges between 1400-2200rpm and 20.8-38 tyres.

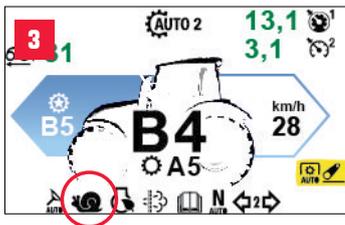
Maximum speed with the engine speed of 1920 rpm1

\*\* Note that all the work areas have lower top speeds on  
40 km/h transmissions compared to 50 km/h or High Speed.

# HOW TO SELECT SPEED RANGE

Valtra ARM

Basic controls



Selecting the correct speed range for the task means that the tractor will perform best of its ability.

## TO CHANGE RANGE

1. Simply push + or - button located on gear lever or use the lower rocker switch on the basic handle.

These processes can also be conducted whilst moving.

## CREEPER RANGE SELECTION

2. Select creeper ranges by pushing - (minus) when in A range, speed less than 2km/h, clutch pedal pressed down. Change transmission to neutral by pushing - (minus) for 3 seconds when in LA.
3. You will notice that the range will change at the display located on A-pillar.

**Tip** Try using instant fuel monitoring to see which range works best for the task in hand.

# HOW TO SELECT POWERSHIFT GEAR

1.

To change the Powershift gear in manual mode (move gear lever to the left position) simply push the gear lever forward to increase the Powershift gear or backward to decrease the Powershift gear. With basic controls, use the upper rocker switch to change the Powershift gears.

2.

You can change the Powershift gear more than one step at a time, directly from 1 to 3 for example, by quickly moving the gear lever to either direction twice or more or with basic controls use the rocker switch in a similar way.

3.

You can also change the Powershift gear several steps at a time by moving the gear lever / rocker switch in either direction and holding it there, which triggers multiple consecutive Powershift gear changes. The number of the selected Powershift gear blinks on the A-pillar display until the requested Powershift gear has engaged.

Valtra ARM



Basic controls



These processes can also be conducted whilst moving.

You can preprogram the desired Powershift gear to engage automatically when changing the driving direction. For example, when working with the front loader and changing the direction to forwards, Powershift 1 can be engaged, and when changing the direction to backwards, Powershift 3 can be engaged.

# DRIVING WITH GEAR LEVER

## DRIVING VALTRA HITECH AND ACTIVE IS EXTREMELY EASY



1

Valtra ARM

Basic controls



2



2



3



4



4

1. Start the engine with the clutch pedal depressed and release the clutch pedal.
2. Select the desired range (C-range is default).
3. Move the shuttle to the forward/reverse position to initiate drive.
4. Change the powershift using the gear lever on the ARM rest or the upper rocker switch on basic handle.
5. Push/pull and hold the gear lever / rocker switch and the tractor will change up/down as quickly as possible. If you have selected lever range shifting, also group will change accordingly.

**Tip** You can use the HillHold function by pressing the brake pedals when selecting the direction.



5

# AUTO-SHIFT

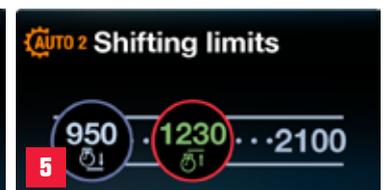
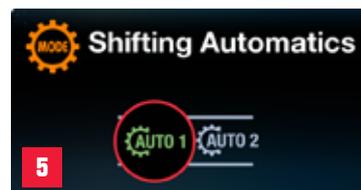
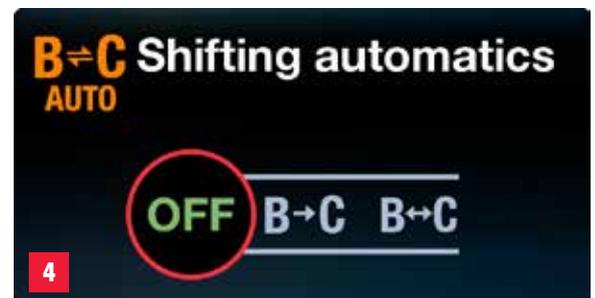
## (AUTO 1, AUTO 2)

This feature lets the tractor manage the gear changes within a range, or if selected from settings, including changing the range automatically when required. When driving with Auto 1 the accelerator pedal is changing into drive pedal. That means that it is asking for speed, not engine revs. When driving with a lightload, keeping the drive pedal in the same position, the tractor automatically changes bigger gears without changing the speed. This means that engine revs decrease and you save fuel! Automatic group change can be set separately from B to C (up) or up and down, as well as between C and D up and down.

### TO CHANGE POWERSHIFT GEAR AUTOMATICALLY

1. Simply push gear lever to the right (or with basic controls push Auto-shift button from side panel).
2. The symbol Auto1 will appear on the A-pillar display.
3. When drive is initiated, the tractor will automatically shift between the gears depending on the speed.
4. Automatic shifting between the speed ranges B,C and D is possible if you have activated the shifting automatics in the A-pillar display transmission settings.
5. If you wish to alter the RPM at which the tractor changes up/down gears you can use Auto2 mode. Change between Auto1 and Auto2 from A-pillar the settings

Basic controls



# FEATURES

## POWERSHIFT REVOLUTION

Your Valtra tractor is packed with features to make your working day easier...

### LIMITING MAX. POWERSHIFT GEAR (not with basic controls)

Limit max desired powershift gear with the push button next to the gear lever.

1. Push the button shortly when driving desired max gear.
2. No bigger gear will go on when driving. The gear set as the limit appears on the tractor A-pillar display.
3. Extremely good e.g. in arable tasks to avoid continuous powershift gear changes.

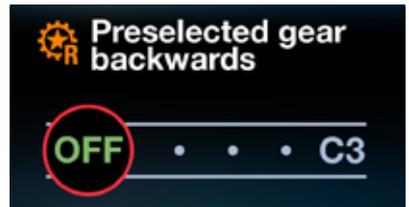
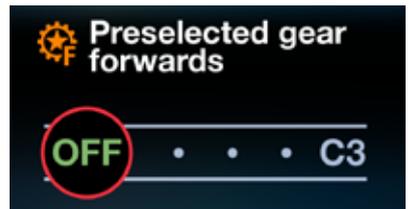
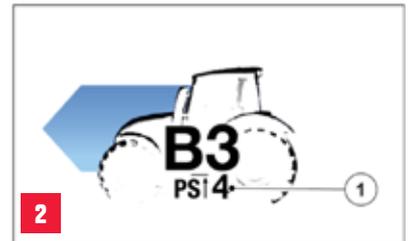
### PREPROGRAMMING GEAR FOR DRIVING DIRECTION CHANGING

You can pre-program the a gear to engage automatically when changing the driving direction. For example, when working with the front loader and changing the direction to forwards, C1 can be engaged, and when changing to reverse, C3 can be engaged. The setting can be done with A-pillar settings or with pre-programming button.

1. Press down the clutch and brake pedals to ensure safety.
2. Select the driving direction F or R with the power shuttle lever.
3. Select the Powershift gear.
4. Press the Powershift preprogramming push button for half a second.
5. The A-pillar display shows the preprogrammed driving direction and the Powershift gear.

To cancel the preprogramming:

1. Press down the clutch and brake pedals to ensure safety.
2. Select the driving direction F or R with the power shuttle lever.
3. Push the preprogramming button for 2 seconds.



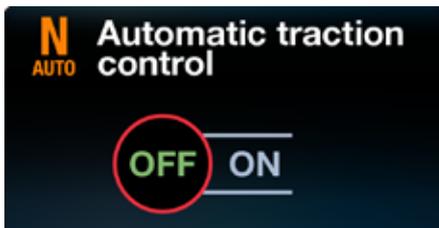
\*NOTE: Even if the power is turned off, the pre-programming remains. You can programme the other driving direction in the same way. You can make the preprogramming also while driving, except when the creeper gear is engaged.

# POWERSHIFT REVOLUTION

# AUTOTRACTION

## STANDARD FEATURE

Standard AutoTraction - a feature that revolutionizes the driving of a powershift tractor. With a Active or HiTech tractor you need the clutch pedal only when starting the engine. Otherwise you need only brakes and drive pedal for controlling the tractor. The drive is declutched simply by pressing the brakes and clutched again by releasing them. The most intuitive and easy way to drive a powershift tractor in the market!



1.

Conditions for declutching the drive with brakes

1. Both brake pedals are pressed
2. Accelerator pedal is NOT pressed
3. Engine is not in engine braking
4. Speed is less than 20 km/h

2.

Conditions to clutch the drive

1. Driver is on the seat
2. Direction is on
3. Brake pedals are released
4. OR Clutch pedal is pressed and released
5. OR Accelerator pedal is pressed

**Tip** Try using when baling, or on stop start operations to minimize clutch use. Can also be used on road operation

This feature can be switched ON /OFF - in settings in A pillar display

# POWERSHIFT REVOLUTION

## HILLHOLD

### STANDARD FEATURE

The new HillHold function is a standard feature in Active and HiTech tractors. With this function you don't have to keep the brakes pressed down when the tractor is standing still in up- or downhill, for example when waiting for turn in a junction. HillHold can be activated easily:

1. Stop tractor by pressing brakes. (AutoTraction must be active)
2. Keep brakes depressed and place shuttle into P and then select direction
3. Release brakes. Tractor stays stationary
4. Start off by pressing accelerator pedal



# ECOPOWER-MODE

Only on N155e and T175e models

ECO mode is designed especially for work that requires high torque, but not constant engine revs e.g. pulling work on the field. With EcoPower the tractor will give highest torque already at very low engine revs. EcoPower lowers the engine speed by 200rpm without affecting the engine max. power. This allows lower noise levels and lower fuel consumption. If higher engine revs are needed, you can change between ECO and power mode with settings in pillar display.

1. Make sure the engine is running.
2. Set the ECO mode ON (and OFF) in A-pillar ENGINE settings
3. You will notice the maximum engine RPM
4. Use this when operating on the road, or when using implements with high torque requirement.



# CRUISE CONTROL

## (with Valtra ARM)

Traditionally most drivers have used the hand throttle to hold a steady speed, especially on the road. Cruise disengages automatically when clutch or brakes are depressed.



### TO SET CRUISE CONTROL WHILST MOVING

1. Hold the desired speed steady and press the cruise control button 1 (or 2) shortly\* at the same time.
2. Cruise will engage and a symbol will appear in the A-pillar display.
3. Adjust the stored speed with the cruise control adjustment wheel.
4. To cancel the cruise control, depress brakes, clutch or push the OFF button located on the armrest. Speed can be increased momentarily using the drive pedal without deactivating the cruise.

\* Note If there is a value in speed cruise memory, you need to push the cruise control button 1 or 2 for 2 seconds to overwrite the value.

# ENGINE RPM CRUISE

Valtra Active and HiTech have cruise control also for engine RPM that will keep engine RPM constant regardless of speed. Engine RPM cruise can be stored whilst stationary or moving.

1. Make sure the engine is running.
2. Increase the engine RPM to the desired level by using the hand throttle.
3. Push and hold the engine RPM button until the cruise light stays on in the A-pillar display.
4. Release the button and RPM will be stored. Also return hand throttle to minimum.
5. The engine RPM should now stay at the set level.
6. Push the engine RPM cruise control button to engage and disengage the RPM memory function.

Valtra ARM



Basic controls



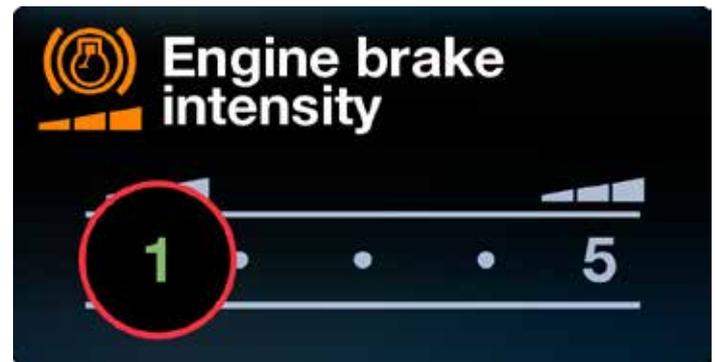
# ENGINE BRAKING

Engine braking can be done normally in manual mode, keeping small enough gear and powershift step engaged  
In AUTO 1 the engine braking can be set to work automatically

## GO TO ENGINE SETTINGS

1. Rotate the scroll wheel to select between 1 and 5.

2. A higher value gives a more aggressive engine brake. In slippery conditions note, that high value can create too strong braking effect and lead to slip!



# HYDRAULICS

## FRONT HYDRAULICS (with Valtra ARM)

You can use joystick to control front valves.

1.

Every time tractor is turned on, the spools must also be turned on using the ON/OFF button located on the left side of the joystick.

2.

The joystick has three functionalities; forward-reverse and sideways directions and as third function the fingertip lever on top of the joystick. Three proportional front valves can be operated with this joystick.

3.

If 4th front valve is fitted, then an extra paddle control lever comes to the side of the armrest.

4.

Electric front valves include as well the Hydraulic Assistant functionality and all front valves are fully adjustable.



# POWERSHIFT REVOLUTION

## HYDRAULIC ASSISTANT

### STANDARD FEATURE WITH FRONT VALVES

The first Powershift tractor in the world with patented hydraulic assistant! Engine revs are rising when hydraulic flow is required from front valves, even when driving without affecting the ground speed. Can be set on and off from transmission settings (see user manual).

### **HYDRAULIC ASSISTANT MAKES OPERATION WITH FRONT LOADER FASTER AND MORE AGILE:**

1.

No longer does the operator have to press accelerator pedal and brake pedal at the same time.

2.

The hydraulic assistant increases engine revs automatically when driving with powershift 2 or higher.

3.

Works also when the brake or clutch pedals are pressed or the shuttle in neutral.

4.

Works only when Auto1 is activated.

# HYDRAULICS

## REAR VALVES

In HiTech you have Open Centre and in Active Load Sensing hydraulics with mechanically controlled rear valves. Depending on your hydraulics lay-out, you can have flow control either in cabin or at the valve.



1. Valve No 1 (blue)
2. Valve No 2 (brown)
3. Valve No 3 (green)
4. Valve No 4 (white)
5. Flow control adjustment  
(The flow control adjustment knob in cab adjusts the valve next to it)

# HYDRAULICS

## ADJUSTING REAR VALVES

Depending on your hydraulics lay-out you are able to adjust the rear spool valves to meet your task in hand. When you have three or more spool valves in rear, you have a possibility to adjust one or more valves to suit your need. In spools 3 and 4 it is possible to adjust the flow as well as from valve mode selector (on the valve) into three different modes. Modes are:



1.

Kick-out mode to be used with cylinders which always goes from end to end e.g. turning the plough.



2.

Spring return mode for universal use for hydraulic cylinders.



3.

Position lock mode. To be used wherever you need constant hydraulic flow e.g. hydraulic motors.

# HYDRAULICS

## FRONT VALVE OPERATIONS

Front valves are fully adjustable via A-pillar display

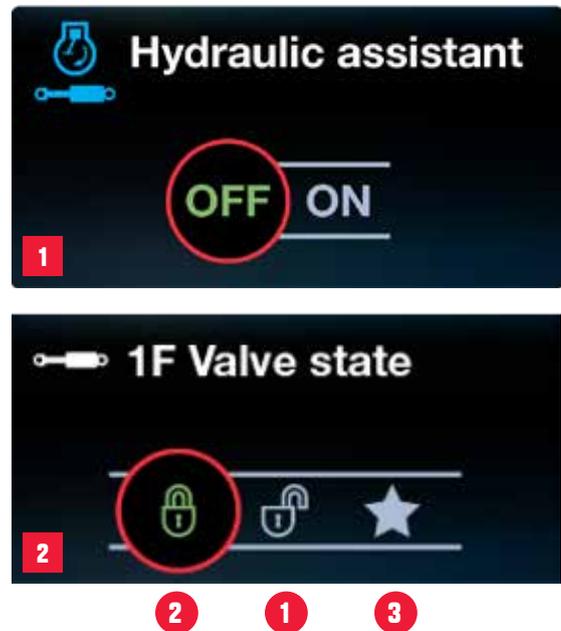
### SETTING OF FRONT VALVE FROM A-PILLAR DISPLAY, HYDRAULICS SETTINGS

1. Hydraulic assistant (ON/OFF)
2. Then select which front valve to be set

### DETERMINE VALVE STATE:

1. Open
2. Locked
3. Prioritized

**Note** The flow control can be used especially when the front implement movements are too fast. Particularly this is useful if the tractor is equipped with 160 or 200 l/min hydraulic output.



# HYDRAULICS

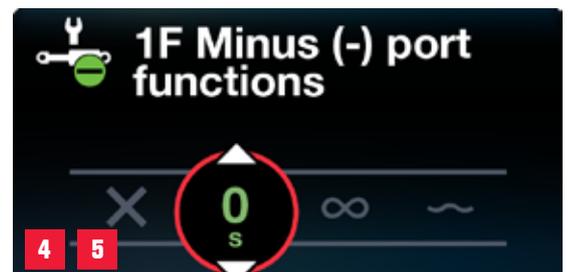
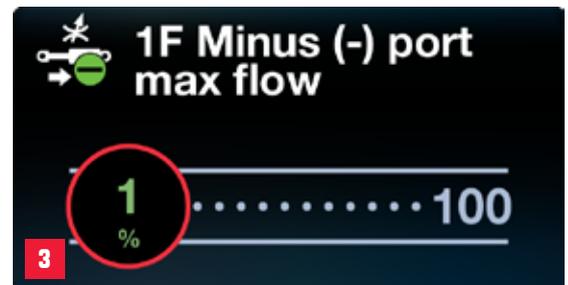
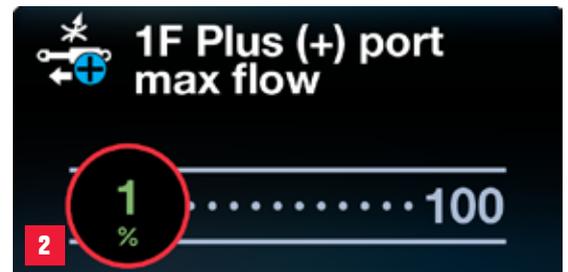
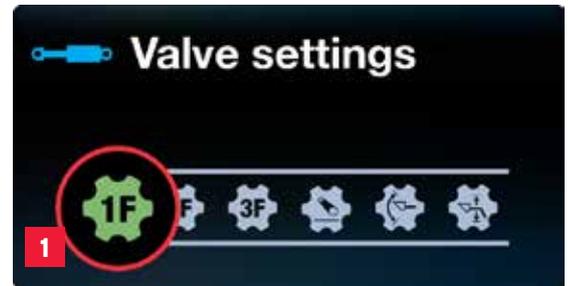
## FRONT VALVE OPERATIONS

### FLOW ADJUSTMENT OF EACH FRONT VALVE

1. Select valve
2. Plus (+) Port Max Flow
3. Minus (-) Port Max Flow
4. Plus (+) Port (valve Function) Certain function time or Continuous flow
5. Minus (-) Port Valve Function Float, Certain function time or Continuous flow

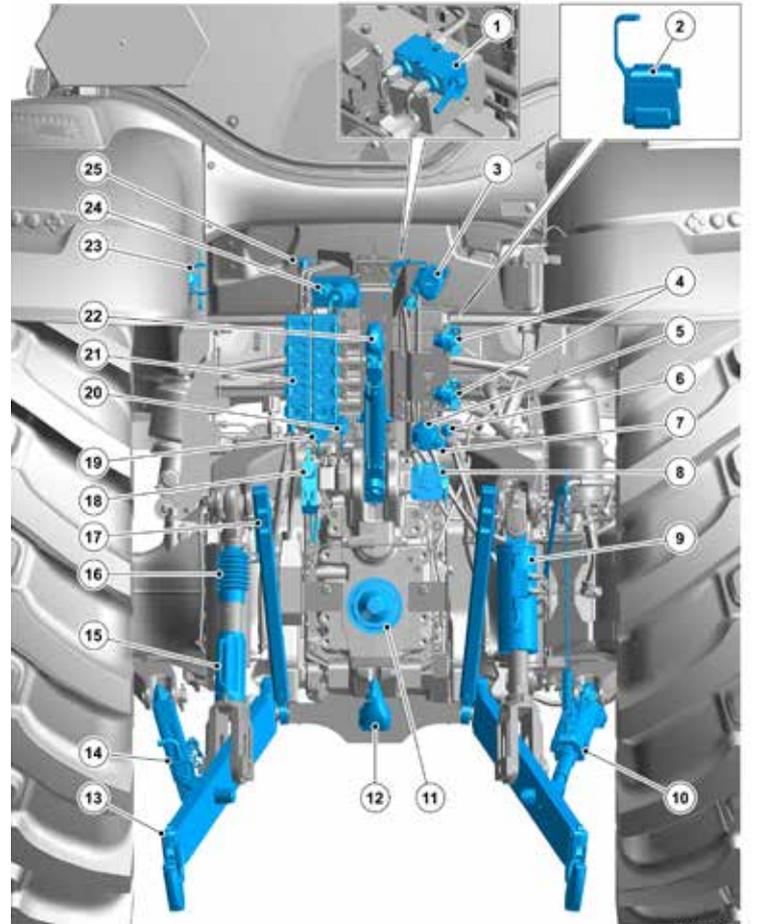
**Note** that Front loader and front lift have their specific settings, e.g continuous flow may not be possible.

The joystick is proportional, so the flow can be always adjusted lower than max, with the joystick



# REAR CONTROLS AND CONNECTIONS

1.	Front linkage shut-off valve (optional)
2.	Trailer coupling, Duo-Matic (optional)
3.	Trailer socket for trailer with ABS brakes
4.	Trailer coupling, 2-line system (optional)
5.	Trailer socket
6.	Quick coupling for air pressure devices (optional)
7.	Power outlet (12 V)
8.	ISOBUS connector (optional)
9.	Hydraulic levelling link (optional)
10.	Automatic side limiter (optional)
11.	Power take-off (PTO) shaft
12.	Pick-up hitch (optional)
13.	Lower link
14.	Side limiter
15.	Levelling screw
16.	Lift link
17.	Pick-up hitch lift links (optional together with the pick-up hitch)
18.	Quick coupling for hydraulic trailer brakes (optional)
19.	Auxiliary hydraulics system return coupling
20.	Case drain coupling for Power Beyond (optional)
21.	Quick couplings, auxiliary hydraulics
22.	Top link
23.	Top link/lower link ball storage bracket
24.	Power Beyond couplings
25.	Auxiliary control device for parking brake



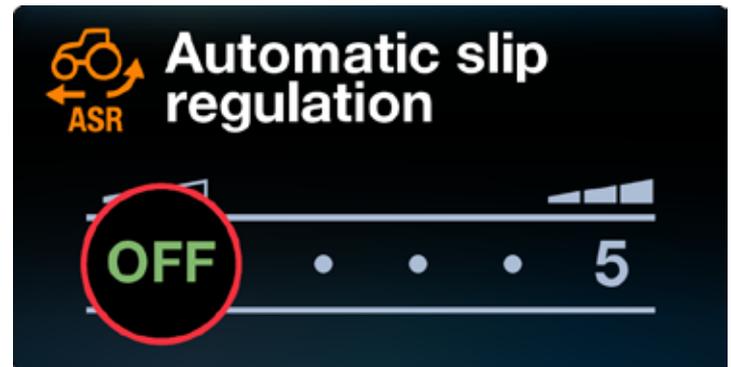
The pick-up hitch is optional with many alternatives.

# ASR - AUTOMATIC SLIP REGULATOR

Automatic Slip Regulator (ASR, Option), which offers a completely new way of managing wheel slip, when working on the field or in slippery conditions.

ASR uses the radar to measure the ground speed and the wheel sensor to calculate the wheel slip. Usually, when working on the field with "soft spots", where the wheels start to slip more, the tractor starts to "dig" into the wet field resulting soil damage, loss of time and fuel - and implement control turns difficult.

ASR works similar to traction control in a car. If the slip goes over set value then it works to reduce slip by reducing wheel speed. The tractor speed goes down - but less compared to situation when slip increases fast without control. And in slippery roads increased slip can be very dangerous.



1.

In settings menu, select a value from 1-5 to engage the ASR.

- With value 1, the ASR engages already with a small slip
- Value 5 gives allows a lot of slip before the ASR engages.

2.

Higher value is more like situation driving without ASR, so start with big value and adjust to lower if there is still too much slip.

- The ASR works only on AUTO 1 mode.

3.

Select OFF to disengage the ASR.

- Push the drive pedal fully down to pass the ASR (drive the tractor momentarily without the ASR)

# PICK-UP HITCH

## TO UNLOCK THE PICK-UP HITCH:



1. Press the symbol side of the lifting/lowering switch to fully raise the linkage.

2. Pull the hitch latch lever open to unlatch the hitch. Keep the lever pulled.

3. Press the lifting/lowering switch side opposite to the symbol to lower the linkage. Release the hitch latch lever when the hitch has passed the locking latch.



## TO LOCK THE PICK-UP HITCH:

4. Press the symbol side of the lifting/lowering switch or the lifting push button until the hitch latches. You can hear a click and the trailer hitch release lever jumps a little.

5. Press the lifting/lowering switch side opposite to the symbol or the lowering push button to lower the linkage slightly.





# PULLING WORK ON THE FIELD

## HIGH NEED FOR POWER, LOWER SPEED

Valtra ARM

Basic controls

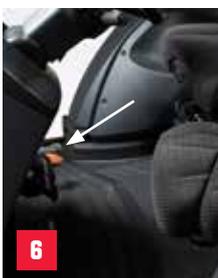


1. Start the engine.
2. Select the range B using the + and – buttons.
3. Switch 4WD ON (symbol side position) and set differential lock to AUTO. (MID-position).
4. Activate Auto 1.
5. Limit max desired powershift gear if needed (with Valtra ARM).
6. Optional: Set Auto-2 according to the task (see page 10).
7. Engage ASR (optional in Active)
8. Select driving direction and press accelerator pedal. Use cruise control when suitable speed is reached.



Valtra ARM

Basic controls



# TRANSPORT ON ROAD

## HIGH NEED FOR SPEED, TEMPORARY NEED FOR FULL POWER

1. Start the engine.
2. Select the desired range according to the situation (max C-range always when start driving).
3. Switch 4WD to OFF when driving on the road.
4. Optional: Set speed cruise when moving (with Valtra ARM).
5. Optional: Set Auto-1 by moving to right position if you want tractor to manage Powershift changes automatically.
6. Select driving direction using the shuttle lever and press accelerator pedal.
7. Note that you can prevent automatics to change to lower range in nexT 10 seconds by pressing “+” button. Helps in TEMPORARY SLOWDOWNS!



# PTO WORK

## AUTO 1

**PTO USE – HIGH POWER NEEDED  
– MEDIUM/HIGH SPEEDS**

1. Start the engine.
2. Select work area B or C.
3. Select PTO speed and start PTO.
4. Set the right PTO speed and put it into the Engine RPM memory with a push longer than 2 seconds.
5. Select driving direction using the shuttle lever.
6. Set Auto1 on.
7. Control powershift gears (=speed) with drive pedal or hand throttle (pedal fully up gives PS1 and fully pressed down gives PS5).

Note Stationary use of the PTO If the PTO is in operation and you get up from the driver's seat, the operator presence sensor normally stops the PTO. To avoid this, push the PTOswitch and hold it in the ON position for three seconds before leaving the seat (PTO must be in operation when doing this).

Valtra ARM



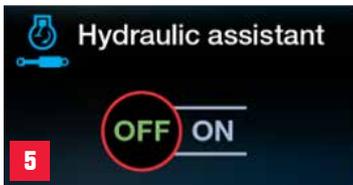
Basic controls



Valtra ARM

Basic controls

# FRONT LOADER WORK



1. Start the engine with the clutch pedal depressed.
2. Select the desired range (B or C recommended).
3. Move the shuttle to the forward/reverse position to initiate drive.
4. Activate hydraulics (with Valtra ARM).
5. Activate hydraulic assistant from A-pillar display.
6. Start working.



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